

only movement that would coincide and share the directional flow with the free-flow right-turn would be the westbound left-turn which is a relatively low volume [50 (125)]. The results of the capacity analysis for this design alternative are shown below.

“T” Intersection Configuration (Free-Flow Eastbound Right-Turn)			
Movement	Heaviest Volumes (2030 DHV) AM (PM) peak hour	Movement LOS AM (PM)	Queue Lengths in feet AM (PM)
Eastbound right-turn	832 (1412)	N/A	Free-Flow
Northbound left-turn	977 (577)	C (B)	568 (313)

Although still large, these queue lengths are not unusual for the large volume of traffic making the northbound left-turn movement. The free-flow eastbound right-turn movement maximizes the capacity for this movement while the other movements at this intersection function separately.

PDF print-outs of the HCS analysis for the revised 4-approach intersection, 3-approach intersection, and 3-approach intersection with free-flow eastbound right-turn are included with this memorandum. To simulate the intersection with the free-flow right turn, the volume of the free-flow movement was reduced to zero, thereby analyzing the intersection independent of the eastbound right-turn.

Recommendation

Based on the analysis conducted, Benesch recommends that the ramp intersection be a 3-approach, separated from the private access driveway to the commercial businesses in the northwest corner of the interchange entrance, with a free-flow right-turn movement.

Analyst: MPM rev CCC

Agency: Benesch

Date: 9/13/2010

Period: AM Peak

Project ID: Lorenzo Road with Modified Parclo - "T" intersection

E/W St: Lorenzo Road

Inter.: Lorenzo at I-55 Ramps E. int.

Area Type: All other areas

Jurisd: IDOT/Will County

Year : 2030 Build-Out

N/S St: I-55 Ramps

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	2	1	2	0	2	0	1	0	0	0
LGConfig	T R			L T			L R					
Volume	58	832		50	433		977	14				
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0				
RTOR Vol		0						0				

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4	5	6	7	8
EB	Left					NB Left	A		
	Thru		A			Thru			
	Right		A			Right	A		
	Peds					Peds			
WB	Left	A				SB Left			
	Thru	A	A			Thru			
	Right					Right			
	Peds					Peds			
NB	Right					EB Right	A		
SB	Right					WB Right			
Green		19.0	21.0	0.0			45.0	0.0	
Yellow		3.0	4.0				4.0		
All Red		0.0	2.0				2.0		

Cycle Length: 100.0 secs

Intersection Performance Summary

Appr/	Lane	Adj Sat	Ratios		Lane Group		Approach	
Lane	Group	Flow Rate						
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

T	727	3462	0.08	0.21	31.8	C	7.9	A
R	1822	2530	0.48	0.72	6.2	A		

Westbound

L	288	1517	0.18	0.19	34.3	C		
T	1545	3592	0.30	0.43	18.7	B	20.3	C

Northbound

L	1421	3158	0.72	0.45	24.3	C		
R	535	1188	0.03	0.45	15.3	B	24.2	C

Southbound

Intersection Delay = 17.2 (sec/veh) Intersection LOS = B

Phone:
E-Mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: MPM rev CCC
 Agency/Co.: Benesch
 Date Performed: 9/13/2010
 Analysis Time Period: AM Peak
 Intersection: Lorenzo at I-55 Ramps E. int.
 Area Type: All other areas
 Jurisdiction: IDOT/Will County
 Analysis Year: 2030 Build-Out
 Project ID: Lorenzo Road with Modified Parclo - "T" intersection
 E/W St: Lorenzo Road N/S St: I-55 Ramps

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume		58	832	50	433		977		14			
% Heavy Veh		10	13	19	6		11		36			
PHF		0.95	0.95	0.95	0.95		0.95		0.95			
PK 15 Vol		15	219	13	114		257		4			
Hi Ln Vol												
% Grade		0			0			0				
Ideal Sat		2000	1900	1900	2000		1900		1900			
ParkExist												
NumPark												
No. Lanes	0	2	2	1	2	0	2	0	1	0	0	0
LGConfig		T	R		L	T		L	R			
Lane Width		12.0	12.0	12.0	12.0		12.0		12.0			
RTOR Vol			0						0			
Adj Flow		61	876	53	456		1028		15			
%InSharedLn												
Prop LTs		0.000			0.000							
Prop RTs		0.000	1.000		0.000				1.000			
Peds Bikes		0						0			0	
Buses		0	0	0	0		0		0			
%InProtPhase												
Duration	0.25											
Area Type: All other areas												

OPERATING PARAMETERS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Init Unmet		0.0	0.0	0.0	0.0		0.0		0.0			
Arriv. Type		3	3	3	3		3		3			
Unit Ext.		3.0	3.0	3.0	3.0		3.0		3.0			
I Factor		1.000			1.000			1.000				
Lost Time		2.0	2.0	2.0	2.0		2.0		2.0			
Ext of g		2.0	2.0	2.0	2.0		2.0		2.0			
Ped Min g		3.2						3.2			3.2	

PHASE DATA

Phase Combination 1				2	3	4	5	6	7	8
EB	Left						NB	Left	A	
	Thru			A				Thru		
	Right			A				Right	A	
	Peds							Peds		
WB	Left	A					SB	Left		
	Thru	A	A					Thru		
	Right							Right		
	Peds							Peds		
NB	Right						EB	Right	A	
SB	Right						WB	Right		
Green		19.0	21.0	0.0				45.0	0.0	
Yellow		3.0	4.0					4.0		
All Red		0.0	2.0					2.0		

Cycle Length: 100.0 secs

VOLUME ADJUSTMENT AND SATURATION FLOW WORKSHEET

Volume Adjustment

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V		58	832		50	433		977	14			
PHF		0.95	0.95		0.95	0.95		0.95	0.95			
Adj flow		61	876		53	456		1028	15			
No. Lanes	0	2	2		1	2	0	2	0	1	0	0
Lane group		T	R		L	T		L	R			
Adj flow		61	876		53	456		1028	15			
Prop LTs		0.000				0.000						
Prop RTs		0.000	1.000		0.000				1.000			

Saturation Flow Rate (see Exhibit 16-7 to determine the adjustment factors)

	Eastbound		Westbound		Northbound		Southbound		
LG	T	R	L	T	L	R			
So	2000	1900	1900	2000	1900	1900			
Lanes 0	2	2	1	2	2	0	1	0	0
fW	1.000	1.000	1.000	1.000	1.000		1.000		
fHV	0.909	0.885	0.840	0.943	0.901		0.735		
fG	1.000	1.000	1.000	1.000	1.000		1.000		
fP	1.000	1.000	1.000	1.000	1.000		1.000		
fBB	1.000	1.000	1.000	1.000	1.000		1.000		
fA	1.000	1.000	1.000	1.000	1.000		1.000		
fLU	0.952	0.885	1.000	0.952	0.971		1.000		
fRT	1.000	0.850		1.000			0.850		
fLT	1.000		0.950	1.000	0.950				
Sec.									
fLpb	1.000		1.000	1.000	1.000				
fRpb	1.000	1.000		1.000			1.000		
S	3462	2530	1517	3592	3158		1188		
Sec.									

CAPACITY AND LOS WORKSHEET

Capacity Analysis and Lane Group Capacity

Appr/ Mvmt	Lane Group	Adj Flow Rate (v)	Adj Sat Flow Rate (s)	Flow Ratio (v/s)	Green Ratio (g/C)	--Lane Group-- Capacity (c)	v/c Ratio
Eastbound							
Prot							
Perm							
Left							
Prot							
Perm							
Thru	T	61	3462	0.02	0.21	727	0.08
Right	R	876	2530	0.35	0.72	1822	0.48
Westbound							
Prot							
Perm							
Left	L	53	1517	0.03	0.19	288	0.18
Prot							
Perm							
Thru	T	456	3592	# 0.13	0.43	1545	0.30
Right							
Northbound							
Prot							
Perm							
Left	L	1028	3158	# 0.33	0.45	1421	0.72
Prot							
Perm							
Thru							
Right	R	15	1188	0.01	0.45	535	0.03
Southbound							
Prot							
Perm							
Left							
Prot							
Perm							
Thru							
Right							

Sum of flow ratios for critical lane groups, $Y_c = \text{Sum (v/s)} = 0.45$

Total lost time per cycle, $L = 12.00 \text{ sec}$

Critical flow rate to capacity ratio, $X_c = (Y_c)(C)/(C-L) = 0.51$

Control Delay and LOS Determination

Appr/ Lane Grp	Ratios		Unf Del d1	Prog Adj Fact	Lane Grp Cap	Incremental Factor k	Del d2	Res Del d3	Lane Group		Approach	
	v/c	g/C							Delay	LOS	Delay	LOS
Eastbound												
T	0.08	0.21	31.8	1.000	727	0.11	0.0	0.0	31.8	C	7.9	A
R	0.48	0.72	6.0	1.000	1822	0.11	0.2	0.0	6.2	A		
Westbound												
L	0.18	0.19	34.0	1.000	288	0.11	0.3	0.0	34.3	C		
T	0.30	0.43	18.6	1.000	1545	0.11	0.1	0.0	18.7	B	20.3	C
Northbound												
L	0.72	0.45	22.4	1.000	1421	0.28	1.9	0.0	24.3	C	24.2	C
R	0.03	0.45	15.3	1.000	535	0.11	0.0	0.0	15.3	B		
Southbound												

Intersection delay = 17.2 (sec/veh) Intersection LOS = B

SUPPLEMENTAL PERMITTED LT WORKSHEET

for exclusive lefts

Input

	EB	WB	NB	SB
Opposed by Single(S) or Multiple(M) lane approach				
Cycle length, C	100.0			sec
Total actual green time for LT lane group, G (s)				
Effective permitted green time for LT lane group, g(s)				
Opposing effective green time, go (s)				
Number of lanes in LT lane group, N				
Number of lanes in opposing approach, No				
Adjusted LT flow rate, VLT (veh/h)				
Proportion of LT in LT lane group, PLT				
Proportion of LT in opposing flow, PLTo				
Adjusted opposing flow rate, Vo (veh/h)				
Lost time for LT lane group, tL				
Computation				
LT volume per cycle, LTC=VLTC/3600				
Opposing lane util. factor, fLUo	0.952	0.952		
Opposing flow, Volc=VoC/[3600(No)fLUo] (veh/ln/cyc)				
gf=G[exp(- a * (LTC ** b))]-tL, gf<=g				
Opposing platoon ratio, Rpo (refer Exhibit 16-11)				
Opposing Queue Ratio, qro=Max[1-Rpo(go/C),0]				
gq, (see Exhibit C16-4,5,6,7,8)				
gu=g-gq if gq>=gf, or = g-gf if gq<gf				
n=Max(gq-gf)/2,0)				
PTHo=1-PLTo				
PL*=PLT[1+(N-1)g/(gf+gu/EL1+4.24)]				
EL1 (refer to Exhibit C16-3)				
EL2=Max((1-Ptho**n)/Plto, 1.0)				
fmin=2(1+PL)/g or fmin=2(1+Pl)/g				
gdifff=max(gq-gf,0)				
fm=[gf/g]+[gu/g]/[1+PL(EL1-1)], (min=fmin;max=1.00)				
flt=fm=[gf/g]+[gu/g]/[1+PL(EL1-1)]+[gdifff/g]/[1+PL(EL2-1)], (fmin<=fm<=1.00)				
or flt=[fm+0.91(N-1)]/N**				
Left-turn adjustment, fLT				

For special case of single-lane approach opposed by multilane approach, see text.

* If Pl>=1 for shared left-turn lanes with N>1, then assume de-facto left-turn lane and redo calculations.

** For permitted left-turns with multiple exclusive left-turn lanes, flt=fm.

For special case of multilane approach opposed by single-lane approach or when gf>gq, see text.

SUPPLEMENTAL PERMITTED LT WORKSHEET

for shared lefts

Input

	EB	WB	NB	SB
Opposed by Single(S) or Multiple(M) lane approach				
Cycle length, C	100.0			sec
Total actual green time for LT lane group, G (s)				
Effective permitted green time for LT lane group, g(s)				
Opposing effective green time, go (s)				
Number of lanes in LT lane group, N				

Number of lanes in opposing approach, No
 Adjusted LT flow rate, VLT (veh/h)
 Proportion of LT in LT lane group, PLT 0.000 0.000
 Proportion of LT in opposing flow, PLTo
 Adjusted opposing flow rate, Vo (veh/h)
 Lost time for LT lane group, tL
 Computation
 LT volume per cycle, LTC=VLTC/3600
 Opposing lane util. factor, fLUo 0.952 0.952
 Opposing flow, Volc=VoC/[3600(No)fLUo] (veh/ln/cyc)
 $gf = G[\exp(-a * (LTC ** b))] - tL$, $gf \leq g$
 Opposing platoon ratio, Rpo (refer Exhibit 16-11)
 Opposing Queue Ratio, gro=Max[1-Rpo(go/C),0]
 gq, (see Exhibit C16-4,5,6,7,8)
 $gu = g - gq$ if $gq \geq gf$, or $= g - gf$ if $gq < gf$
 $n = \text{Max}(gq - gf) / 2, 0$
 $PTHo = 1 - PLTo$
 $PL* = PLT[1 + (N-1)g / (gf + gu / EL1 + 4.24)]$
 EL1 (refer to Exhibit C16-3)
 $EL2 = \text{Max}((1 - Ptho ** n) / Plto, 1.0)$
 $fmin = 2(1 + PL) / g$ or $fmin = 2(1 + Pl) / g$
 $gdifff = \text{max}(gq - gf, 0)$
 $fm = [gf/g] + [gu/g] / [1 + PL(EL1 - 1)]$, (min=fmin;max=1.00)
 $flt = fm = [gf/g] + [gu/g] / [1 + PL(EL1 - 1)] + [gdifff/g] / [1 + PL(EL2 - 1)]$, (fmin<=fm<=1.00)
 or $flt = [fm + 0.91(N-1)] / N **$
 Left-turn adjustment, fLT

For special case of single-lane approach opposed by multilane approach, see text.

* If $Pl > 1$ for shared left-turn lanes with $N > 1$, then assume de-facto left-turn lane and redo calculations.

** For permitted left-turns with multiple exclusive left-turn lanes, $flt = fm$.

For special case of multilane approach opposed by single-lane approach or when $gf > gq$, see text.

_____SUPPLEMENTAL PEDESTRIAN-BICYCLE EFFECTS WORKSHEET_____

Permitted Left Turns

	EB	WB	NB	SB
Effective pedestrian green time, gp (s)				
Conflicting pedestrian volume, Vped (p/h)				
Pedestrian flow rate, Vpedg (p/h)				
OCCpedg				
Opposing queue clearing green, gq (s)				
Eff. ped. green consumed by opp. veh. queue, gq/gp				
OCCpedu				
Opposing flow rate, Vo (veh/h)				
OCCr				
Number of cross-street receiving lanes, Nrec				
Number of turning lanes, Nturn				
ApbT				
Proportion of left turns, PLT				
Proportion of left turns using protected phase, PLTA				
Left-turn adjustment, fLpb				
Permitted Right Turns				
Effective pedestrian green time, gp (s)				
Conflicting pedestrian volume, Vped (p/h)				
Conflicting bicycle volume, Vbic (bicycles/h)				
Vpedg				
OCCpedg				
Effective green, g (s)				
Vbicg				

OCCbicg
 OCCr
 Number of cross-street receiving lanes, Nrec
 Number of turning lanes, Nturn
 ApbT
 Proportion right-turns, PRT
 Proportion right-turns using protected phase, PRTA
 Right turn adjustment, fRpb

-----SUPPLEMENTAL UNIFORM DELAY WORKSHEET-----

EBLT WBLT NBLT SBLT

Cycle length, C 100.0 sec
 Adj. LT vol from Vol Adjustment Worksheet, v
 v/c ratio from Capacity Worksheet, X
 Protected phase effective green interval, g (s)
 Opposing queue effective green interval, gq
 Unopposed green interval, gu
 Red time $r=(C-g-gq-gu)$
 Arrival rate, $qa=v/(3600(\max[X,1.0]))$
 Protected ph. departure rate, $Sp=s/3600$
 Permitted ph. departure rate, $Ss=s(gq+gu)/(gu*3600)$
 XPerm
 XProt
 Case
 Queue at beginning of green arrow, Qa
 Queue at beginning of unsaturated green, Qu
 Residual queue, Qr
 Uniform Delay, d1

-----DELAY/LOS WORKSHEET WITH INITIAL QUEUE-----

Appr/ Lane Group	Initial Unmet Demand Q veh	Dur. Unmet Demand t hrs.	Uniform Delay		Initial Queue Param. u	Final Unmet Demand Q veh	Initial Queue Delay d3 sec	Lane Group Delay d sec
			Unadj. ds	Adj. d1 sec				
Eastbound								
	0.0						0.0	
T	0.0	0.00	39.5	31.8	0.00	0.0	0.0	31.8
R	0.0	0.00	14.0	6.0	0.00	0.0	0.0	6.2
Westbound								
L	0.0	0.00	40.5	34.0	0.00	0.0	0.0	34.3
T	0.0	0.00	28.5	18.6	0.00	0.0	0.0	18.7
	0.0						0.0	
Northbound								
L	0.0	0.00	27.5	22.4	0.00	0.0	0.0	24.3
	0.0						0.0	
R	0.0	0.00	27.5	15.3	0.00	0.0	0.0	15.3
Southbound								
	0.0						0.0	
	0.0						0.0	
	0.0						0.0	

Intersection Delay 17.2 sec/veh Intersection LOS B

-----BACK OF QUEUE WORKSHEET-----

	Eastbound		Westbound		Northbound		Southbound					
LaneGroup	T	R	L	T	L	R						
Init Queue	0.0	0.0	0.0	0.0	0.0	0.0						
Flow Rate	32	494	53	239	529	15						
So	2000	1900	1900	2000	1900	1900						
No.Lanes	0	2	2	1	2	0	2	0	1	0	0	0
SL	1818	1429	1517	1886	1626	1188						
LnCapacity	381	1029	288	811	731	535						
Flow Ratio	0.0	0.3	0.0	0.1	0.3	0.0						
v/c Ratio	0.08	0.48	0.18	0.29	0.72	0.03						
Grn Ratio	0.21	0.72	0.19	0.43	0.45	0.45						
I Factor	1.000			1.000		1.000						
AT or PVG	3	3	3	3	3	3						
Pltn Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
PF2	1.00	1.00	1.00	1.00	1.00	1.00						
Q1	0.7	5.9	1.2	4.3	12.0	0.2						
kB	0.4	0.7	0.3	0.6	0.6	0.5						
Q2	0.0	0.7	0.1	0.3	1.5	0.0						
Q Average	0.8	6.6	1.3	4.6	13.5	0.2						
Q Spacing	25.0	25.0	25.0	25.0	25.0	25.0						
Q Storage	0	0	0	0	0	0						
Q S Ratio												
70th Percentile Output:												
fB%	1.2	1.2	1.2	1.2	1.2	1.2						
BOQ	0.9	7.8	1.6	5.5	15.8	0.3						
QSRatio												
85th Percentile Output:												
fB%	1.6	1.5	1.6	1.6	1.5	1.6						
BOQ	1.2	10.1	2.1	7.2	20.1	0.4						
QSRatio												
90th Percentile Output:												
fB%	1.8	1.7	1.8	1.7	1.6	1.8						
BOQ	1.3	11.1	2.3	7.9	21.6	0.4						
QSRatio												
95th Percentile Output:												
fB%	2.1	1.9	2.1	2.0	1.8	2.1						
BOQ	1.6	12.6	2.7	9.0	24.1	0.5						
QSRatio												
98th Percentile Output:												
fB%	2.6	2.3	2.6	2.4	2.1	2.7						
BOQ	2.0	15.1	3.4	11.1	27.7	0.7						
QSRatio												

ERROR MESSAGES

No errors to report.

Analyst: MPM rev CCC

Agency: Benesch

Date: 9/13/2010

Period: PM Peak

Project ID: Lorenzo Road with Modified Parclo - "T" intersection

E/W St: Lorenzo Road

Inter.: Lorenzo at I-55 Ramps E. int.

Area Type: All other areas

Jurisd: IDOT/Will County

Year : 2030 Build-Out

N/S St: I-55 Ramps

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	2	1	2	0	2	0	1	0	0	0
LGConfig		T	R	L	T		L		R			
Volume	102	1412		125	282		577		32			
Lane Width	12.0	12.0		12.0	12.0		12.0		12.0			
RTOR Vol		0						0				

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4	5	6	7	8
EB	Left					NB Left	A		
	Thru		A			Thru			
	Right		A			Right	A		
	Peds					Peds			
WB	Left	A				SB Left			
	Thru	A	A			Thru			
	Right					Right			
	Peds					Peds			
NB	Right					EB Right	A		
SB	Right					WB Right			
Green		23.0	25.0	0.0			37.0	0.0	
Yellow		3.0	4.0				4.0		
All Red		0.0	2.0				2.0		

Cycle Length: 100.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

T	866	3462	0.12	0.25	29.1	C	18.1	B
R	1720	2530	0.86	0.68	17.3	B		

Westbound

L	277	1203	0.48	0.23	34.6	C		
T	1689	3311	0.18	0.51	13.2	B	19.8	B

Northbound

L	1148	3102	0.53	0.37	25.1	C		
							24.9	C
R	490	1324	0.07	0.37	20.4	C		

Southbound

Intersection Delay = 20.0- (sec/veh) Intersection LOS = B

Phone:
E-Mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: MPM rev CCC
 Agency/Co.: Benesch
 Date Performed: 9/13/2010
 Analysis Time Period: PM Peak
 Intersection: Lorenzo at I-55 Ramps E. int.
 Area Type: All other areas
 Jurisdiction: IDOT/Will County
 Analysis Year: 2030 Build-Out
 Project ID: Lorenzo Road with Modified Parclo - "T" intersection
 E/W St: Lorenzo Road N/S St: I-55 Ramps

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume		102	1412	125	282		577		32			
% Heavy Veh		10	13	50	15		13		22			
PHF		0.95	0.95	0.95	0.95		0.95		0.95			
PK 15 Vol		27	372	33	74		152		8			
Hi Ln Vol												
% Grade		0			0			0				
Ideal Sat		2000	1900	1900	2000		1900		1900			
ParkExist												
NumPark												
No. Lanes	0	2	2	1	2	0	2	0	1	0	0	0
LGConfig		T	R		L	T		L	R			
Lane Width		12.0	12.0	12.0	12.0		12.0		12.0			
RTOR Vol			0						0			
Adj Flow		107	1486	132	297		607		34			
%InSharedLn												
Prop LTs		0.000			0.000							
Prop RTs		0.000	1.000		0.000				1.000			
Peds Bikes		0						0			0	
Buses		0	0	0	0		0		0			
%InProtPhase												
Duration	0.25											
Area Type: All other areas												

OPERATING PARAMETERS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Init Unmet		0.0	0.0	0.0	0.0		0.0		0.0			
Arriv. Type		3	3	3	3		3		3			
Unit Ext.		3.0	3.0	3.0	3.0		3.0		3.0			
I Factor		1.000			1.000			1.000				
Lost Time		2.0	2.0	2.0	2.0		2.0		2.0			
Ext of g		2.0	2.0	2.0	2.0		2.0		2.0			
Ped Min g		3.2						3.2			3.2	

PHASE DATA

Phase Combination 1				2	3	4	5	6	7	8
EB	Left						NB	Left	A	
	Thru			A				Thru		
	Right			A				Right	A	
	Peds							Peds		
WB	Left	A					SB	Left		
	Thru	A	A					Thru		
	Right							Right		
	Peds							Peds		
NB	Right						EB	Right	A	
SB	Right						WB	Right		
Green		23.0	25.0	0.0				37.0	0.0	
Yellow		3.0	4.0					4.0		
All Red		0.0	2.0					2.0		

Cycle Length: 100.0 secs

VOLUME ADJUSTMENT AND SATURATION FLOW WORKSHEET

Volume Adjustment

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V		102	1412	125	282		577		32			
PHF		0.95	0.95	0.95	0.95		0.95		0.95			
Adj flow		107	1486	132	297		607		34			
No. Lanes	0	2	2	1	2	0	2	0	1	0	0	0
Lane group		T	R		L	T		L	R			
Adj flow		107	1486	132	297		607		34			
Prop LTs		0.000			0.000							
Prop RTs		0.000	1.000		0.000				1.000			

Saturation Flow Rate (see Exhibit 16-7 to determine the adjustment factors)

	Eastbound		Westbound			Northbound		Southbound		
LG	T	R	L	T		L	R			
So	2000	1900	1900	2000		1900	1900			
Lanes 0	2	2	1	2	0	2	0	1	0	0
fW	1.000	1.000	1.000	1.000		1.000	1.000			
fHV	0.909	0.885	0.667	0.870		0.885	0.820			
fG	1.000	1.000	1.000	1.000		1.000	1.000			
fP	1.000	1.000	1.000	1.000		1.000	1.000			
fBB	1.000	1.000	1.000	1.000		1.000	1.000			
fA	1.000	1.000	1.000	1.000		1.000	1.000			
fLU	0.952	0.885	1.000	0.952		0.971	1.000			
fRT	1.000	0.850		1.000			0.850			
fLT	1.000		0.950	1.000		0.950				
Sec.										
fLpb	1.000		1.000	1.000		1.000				
fRpb	1.000	1.000		1.000			1.000			
S	3462	2530	1203	3311		3102	1324			
Sec.										

CAPACITY AND LOS WORKSHEET

Capacity Analysis and Lane Group Capacity

Appr/ Mvmt	Lane Group	Adj Flow Rate (v)	Adj Sat Flow Rate (s)	Flow Ratio (v/s)	Green Ratio (g/C)	--Lane Group-- Capacity (c)	v/c Ratio
Eastbound							
Prot							
Perm							
Left							
Prot							
Perm							
Thru	T	107	3462	0.03	0.25	866	0.12
Right	R	1486	2530	# 0.59	0.68	1720	0.86
Westbound							
Prot							
Perm							
Left	L	132	1203	# 0.11	0.23	277	0.48
Prot							
Perm							
Thru	T	297	3311	0.09	0.51	1689	0.18
Right							
Northbound							
Prot							
Perm							
Left	L	607	3102	0.20	0.37	1148	0.53
Prot							
Perm							
Thru							
Right	R	34	1324	0.03	0.37	490	0.07
Southbound							
Prot							
Perm							
Left							
Prot							
Perm							
Thru							
Right							

Sum of flow ratios for critical lane groups, $Y_c = \text{Sum (v/s)} = 0.70$

Total lost time per cycle, $L = 9.00 \text{ sec}$

Critical flow rate to capacity ratio, $X_c = (Y_c)(C)/(C-L) = 0.77$

Control Delay and LOS Determination

Appr/ Lane Grp	Ratios		Unf Del d1	Prog Adj Fact	Lane Grp Cap	Incremental Factor k	Del d2	Res Del d3	Lane Group		Approach	
	v/c	g/C							Delay	LOS	Delay	LOS
Eastbound												
T	0.12	0.25	29.0	1.000	866	0.11	0.1	0.0	29.1	C	18.1	B
R	0.86	0.68	12.4	1.000	1720	0.39	4.9	0.0	17.3	B		
Westbound												
L	0.48	0.23	33.3	1.000	277	0.11	1.3	0.0	34.6	C		
T	0.18	0.51	13.2	1.000	1689	0.11	0.1	0.0	13.2	B	19.8	B
Northbound												
L	0.53	0.37	24.7	1.000	1148	0.13	0.5	0.0	25.1	C	24.9	C
R	0.07	0.37	20.4	1.000	490	0.11	0.1	0.0	20.4	C		
Southbound												

SUPPLEMENTAL PERMITTED LT WORKSHEET

for exclusive lefts

Input	EB	WB	NB	SB
Opposed by Single(S) or Multiple(M) lane approach				
Cycle length, C	100.0	sec		
Total actual green time for LT lane group, G (s)				
Effective permitted green time for LT lane group, g(s)				
Opposing effective green time, go (s)				
Number of lanes in LT lane group, N				
Number of lanes in opposing approach, No				
Adjusted LT flow rate, VLT (veh/h)				
Proportion of LT in LT lane group, PLT				
Proportion of LT in opposing flow, PLTo				
Adjusted opposing flow rate, Vo (veh/h)				
Lost time for LT lane group, tL				
Computation				
LT volume per cycle, LTC=VLTC/3600				
Opposing lane util. factor, fLUo	0.952	0.952		
Opposing flow, Volc=VoC/[3600(No)fLUo] (veh/ln/cyc)				
gf=G[exp(- a * (LTC ** b))]-tL, gf<=g				
Opposing platoon ratio, Rpo (refer Exhibit 16-11)				
Opposing Queue Ratio, qro=Max[1-Rpo(go/C),0]				
gq, (see Exhibit C16-4,5,6,7,8)				
gu=g-gq if gq>=gf, or = g-gf if gq<gf				
n=Max(gq-gf)/2,0)				
PTHo=1-PLTo				
PL*=PLT[1+(N-1)g/(gf+gu/EL1+4.24)]				
EL1 (refer to Exhibit C16-3)				
EL2=Max((1-Ptho**n)/Plto, 1.0)				
fmin=2(1+PL)/g or fmin=2(1+Pl)/g				
gdifff=max(gq-gf,0)				
fm=[gf/g]+[gu/g]/[1+PL(EL1-1)], (min=fmin;max=1.00)				
flt=fm=[gf/g]+[gu/g]/[1+PL(EL1-1)]+[gdifff/g]/[1+PL(EL2-1)], (fmin<=fm<=1.00)				
or flt=[fm+0.91(N-1)]/N**				
Left-turn adjustment, fLT				

For special case of single-lane approach opposed by multilane approach, see text.

* If Pl>=1 for shared left-turn lanes with N>1, then assume de-facto left-turn lane and redo calculations.

** For permitted left-turns with multiple exclusive left-turn lanes, flt=fm.

For special case of multilane approach opposed by single-lane approach or when gf>gq, see text.

SUPPLEMENTAL PERMITTED LT WORKSHEET

for shared lefts

Input	EB	WB	NB	SB
Opposed by Single(S) or Multiple(M) lane approach				
Cycle length, C	100.0	sec		
Total actual green time for LT lane group, G (s)				
Effective permitted green time for LT lane group, g(s)				
Opposing effective green time, go (s)				
Number of lanes in LT lane group, N				

Number of lanes in opposing approach, No
 Adjusted LT flow rate, VLT (veh/h)
 Proportion of LT in LT lane group, PLT 0.000 0.000
 Proportion of LT in opposing flow, PLTo
 Adjusted opposing flow rate, Vo (veh/h)
 Lost time for LT lane group, tL
 Computation
 LT volume per cycle, LTC=VLTC/3600
 Opposing lane util. factor, fLUo 0.952 0.952
 Opposing flow, Volc=VoC/[3600(No)fLUo] (veh/ln/cyc)
 $gf = G[\exp(-a * (LTC ** b))] - tL$, $gf \leq g$
 Opposing platoon ratio, Rpo (refer Exhibit 16-11)
 Opposing Queue Ratio, gro=Max[1-Rpo(go/C),0]
 gq, (see Exhibit C16-4,5,6,7,8)
 $gu = g - gq$ if $gq \geq gf$, or $= g - gf$ if $gq < gf$
 $n = \text{Max}(gq - gf) / 2, 0$
 $PTHo = 1 - PLTo$
 $PL* = PLT[1 + (N-1)g / (gf + gu / EL1 + 4.24)]$
 EL1 (refer to Exhibit C16-3)
 $EL2 = \text{Max}((1 - Ptho ** n) / Plto, 1.0)$
 $fmin = 2(1 + PL) / g$ or $fmin = 2(1 + Pl) / g$
 $gdifff = \text{max}(gq - gf, 0)$
 $fm = [gf/g] + [gu/g] / [1 + PL(EL1 - 1)]$, (min=fmin;max=1.00)
 $flt = fm = [gf/g] + [gu/g] / [1 + PL(EL1 - 1)] + [gdifff/g] / [1 + PL(EL2 - 1)]$, (fmin<=fm<=1.00)
 or $flt = [fm + 0.91(N-1)] / N **$
 Left-turn adjustment, fLT

For special case of single-lane approach opposed by multilane approach, see text.

* If $Pl > 1$ for shared left-turn lanes with $N > 1$, then assume de-facto left-turn lane and redo calculations.

** For permitted left-turns with multiple exclusive left-turn lanes, $flt = fm$.

For special case of multilane approach opposed by single-lane approach or when $gf > gq$, see text.

_____SUPPLEMENTAL PEDESTRIAN-BICYCLE EFFECTS WORKSHEET_____

Permitted Left Turns

	EB	WB	NB	SB
Effective pedestrian green time, gp (s)				
Conflicting pedestrian volume, Vped (p/h)				
Pedestrian flow rate, Vpedg (p/h)				
OCCpedg				
Opposing queue clearing green, gq (s)				
Eff. ped. green consumed by opp. veh. queue, gq/gp				
OCCpedu				
Opposing flow rate, Vo (veh/h)				
OCCr				
Number of cross-street receiving lanes, Nrec				
Number of turning lanes, Nturn				
ApbT				
Proportion of left turns, PLT				
Proportion of left turns using protected phase, PLTA				
Left-turn adjustment, fLpb				
Permitted Right Turns				
Effective pedestrian green time, gp (s)				
Conflicting pedestrian volume, Vped (p/h)				
Conflicting bicycle volume, Vbic (bicycles/h)				
Vpedg				
OCCpedg				
Effective green, g (s)				
Vbicg				

OCCbicg
 OCCr
 Number of cross-street receiving lanes, Nrec
 Number of turning lanes, Nturn
 ApbT
 Proportion right-turns, PRT
 Proportion right-turns using protected phase, PRTA
 Right turn adjustment, fRpb

-----SUPPLEMENTAL UNIFORM DELAY WORKSHEET-----

EBLT WBLT NBLT SBLT

Cycle length, C 100.0 sec
 Adj. LT vol from Vol Adjustment Worksheet, v
 v/c ratio from Capacity Worksheet, X
 Protected phase effective green interval, g (s)
 Opposing queue effective green interval, gq
 Unopposed green interval, gu
 Red time $r=(C-g-gq-gu)$
 Arrival rate, $qa=v/(3600(\max[X,1.0]))$
 Protected ph. departure rate, $Sp=s/3600$
 Permitted ph. departure rate, $Ss=s(gq+gu)/(gu*3600)$
 XPerm
 XProt
 Case
 Queue at beginning of green arrow, Qa
 Queue at beginning of unsaturated green, Qu
 Residual queue, Qr
 Uniform Delay, d1

-----DELAY/LOS WORKSHEET WITH INITIAL QUEUE-----

Appr/ Lane Group	Initial Unmet Demand Q veh	Dur. Unmet Demand t hrs.	Uniform Delay		Initial Queue Param. u	Final Unmet Demand Q veh	Initial Queue Delay d3 sec	Lane Group Delay d sec
			Unadj. ds	Adj. d1 sec				
Eastbound								
	0.0						0.0	
T	0.0	0.00	37.5	29.0	0.00	0.0	0.0	29.1
R	0.0	0.00	16.0	12.4	0.00	0.0	0.0	17.3
Westbound								
L	0.0	0.00	38.5	33.3	0.00	0.0	0.0	34.6
T	0.0	0.00	24.5	13.2	0.00	0.0	0.0	13.2
	0.0						0.0	
Northbound								
L	0.0	0.00	31.5	24.7	0.00	0.0	0.0	25.1
	0.0						0.0	
R	0.0	0.00	31.5	20.4	0.00	0.0	0.0	20.4
Southbound								
	0.0						0.0	
	0.0						0.0	
	0.0						0.0	

Intersection Delay 20.0- sec/veh Intersection LOS B

-----BACK OF QUEUE WORKSHEET-----

	Eastbound		Westbound		Northbound		Southbound		
LaneGroup	T	R	L	T	L	R			
Init Queue	0.0	0.0	0.0	0.0	0.0	0.0			
Flow Rate	56	839	132	155	312	34			
So	2000	1900	1900	2000	1900	1900			
No.Lanes	0	2	2	1	2	0	1	0	0
SL	1818	1429	1203	1738	1597	1324			
LnCapacity	454	971	277	887	591	490			
Flow Ratio	0.0	0.6	0.1	0.1	0.2	0.0			
v/c Ratio	0.12	0.86	0.48	0.17	0.53	0.07			
Grn Ratio	0.25	0.68	0.23	0.51	0.37	0.37			
I Factor	1.000			1.000		1.000			
AT or PVG	3	3	3	3	3	3			
Pltn Ratio	1.00	1.00	1.00	1.00	1.00	1.00			
PF2	1.00	1.00	1.00	1.00	1.00	1.00			
Q1	1.2	18.1	3.2	2.3	6.8	0.6			
kB	0.5	0.7	0.3	0.7	0.5	0.5			
Q2	0.1	3.7	0.3	0.1	0.6	0.0			
Q Average	1.3	21.8	3.5	2.5	7.4	0.6			
Q Spacing	25.0	25.0	25.0	25.0	25.0	25.0			
Q Storage	0	0	0	0	0	0			
Q S Ratio									
70th Percentile Output:									
fB%	1.2	1.2	1.2	1.2	1.2	1.2			
BOQ	1.5	25.3	4.1	2.9	8.7	0.8			
QSRatio									
85th Percentile Output:									
fB%	1.6	1.4	1.6	1.6	1.5	1.6			
BOQ	2.0	31.5	5.4	3.9	11.3	1.0			
QSRatio									
90th Percentile Output:									
fB%	1.8	1.5	1.7	1.8	1.7	1.8			
BOQ	2.3	33.5	6.0	4.3	12.4	1.2			
QSRatio									
95th Percentile Output:									
fB%	2.1	1.7	2.0	2.0	1.9	2.1			
BOQ	2.6	36.6	6.9	5.0	14.0	1.3			
QSRatio									
98th Percentile Output:									
fB%	2.6	1.9	2.5	2.5	2.3	2.7			
BOQ	3.3	41.2	8.6	6.2	16.7	1.7			
QSRatio									

ERROR MESSAGES

No errors to report.

Analyst: MPM rev CCC

Agency: Benesch

Date: 9/13/2010

Period: AM Peak

Project ID: Lorenzo Road with Mod Parclo - "T" intersect - Freeflow EBRT

E/W St: Lorenzo Road

Inter.: Lorenzo at I-55 Ramps E. int.

Area Type: All other areas

Jurisd: IDOT/Will County

Year : 2030 Build-Out

N/S St: I-55 Ramps

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	0	1	2	0	2	0	1	0	0	0
LGConfig	T			L	T		L	R				
Volume	58			50	433		977		14			
Lane Width	12.0			12.0	12.0		12.0		12.0			
RTOR Vol							0					

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4	5	6	7	8
EB	Left					NB Left	A		
	Thru		A			Thru			
	Right					Right	A		
	Peds					Peds			
WB	Left	A				SB Left			
	Thru	A	A			Thru			
	Right					Right			
	Peds					Peds			
NB	Right	A				EB Right			
SB	Right					WB Right			
Green		19.0	18.0	0.0			48.0	0.0	
Yellow		3.0	4.0				4.0		
All Red		0.0	2.0				2.0		

Cycle Length: 100.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

T	623	3462	0.10	0.18	34.3	C	34.3	C
---	-----	------	------	------	------	---	------	---

Westbound

L	288	1517	0.18	0.19	34.3	C		
T	1437	3592	0.32	0.40	20.7	C	22.2	C

Northbound

L	1516	3158	0.68	0.48	21.3	C		
R	867	1188	0.02	0.73	3.7	A	21.0	C

Southbound

Intersection Delay = 21.9 (sec/veh) Intersection LOS = C

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: MPM rev CCC
 Agency/Co.: Benesch
 Date Performed: 9/13/2010
 Analysis Time Period: AM Peak
 Intersection: Lorenzo at I-55 Ramps E. int.
 Area Type: All other areas
 Jurisdiction: IDOT/Will County
 Analysis Year: 2030 Build-Out
 Project ID: Lorenzo Road with Mod Parclo - "T" intersect - Freeflow EBRT
 E/W St: Lorenzo Road N/S St: I-55 Ramps

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume		58		50	433		977		14			
% Heavy Veh		10		19	6		11		36			
PHF		0.95		0.95	0.95		0.95		0.95			
PK 15 Vol		15		13	114		257		4			
Hi Ln Vol												
% Grade		0			0			0				
Ideal Sat		2000		1900	2000		1900		1900			
ParkExist												
NumPark												
No. Lanes	0	2	0	1	2	0	2	0	1	0	0	0
LGConfig		T			L	T		L	R			
Lane Width		12.0		12.0	12.0		12.0		12.0			
RTOR Vol									0			
Adj Flow		61		53	456		1028		15			
%InSharedLn												
Prop LTs		0.000			0.000							
Prop RTs		0.000			0.000				1.000			
Peds Bikes		0						0		0		
Buses		0		0	0		0		0			
%InProtPhase												
Duration	0.25											
Area Type: All other areas												

OPERATING PARAMETERS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Init Unmet		0.0		0.0	0.0		0.0		0.0			
Arriv. Type		3		3	3		3		3			
Unit Ext.		3.0		3.0	3.0		3.0		3.0			
I Factor		1.000			1.000			1.000				
Lost Time		2.0		2.0	2.0		2.0		2.0			
Ext of g		2.0		2.0	2.0		2.0		2.0			
Ped Min g		3.2						3.2			3.2	

PHASE DATA

Phase Combination 1				2	3	4	5	6	7	8
EB	Left						NB	Left	A	
	Thru			A				Thru		
	Right							Right	A	
	Peds							Peds		
WB	Left	A					SB	Left		
	Thru	A		A				Thru		
	Right							Right		
	Peds							Peds		
NB	Right	A					EB	Right		
SB	Right						WB	Right		
Green		19.0	18.0	0.0				48.0	0.0	
Yellow		3.0	4.0					4.0		
All Red		0.0	2.0					2.0		

Cycle Length: 100.0 secs

VOLUME ADJUSTMENT AND SATURATION FLOW WORKSHEET

Volume Adjustment

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V		58		50	433		977		14			
PHF		0.95		0.95	0.95		0.95		0.95			
Adj flow		61		53	456		1028		15			
No. Lanes	0	2	0	1	2	0	2	0	1	0	0	0
Lane group		T		L	T		L		R			
Adj flow		61		53	456		1028		15			
Prop LTs		0.000			0.000							
Prop RTs		0.000			0.000				1.000			

Saturation Flow Rate (see Exhibit 16-7 to determine the adjustment factors)

	Eastbound		Westbound		Northbound		Southbound	
LG	T		L	T	L		R	
So	2000		1900	2000	1900		1900	
Lanes 0	2	0	1	2	2	0	1	0
fW	1.000		1.000	1.000	1.000		1.000	
fHV	0.909		0.840	0.943	0.901		0.735	
fG	1.000		1.000	1.000	1.000		1.000	
fP	1.000		1.000	1.000	1.000		1.000	
fBB	1.000		1.000	1.000	1.000		1.000	
fA	1.000		1.000	1.000	1.000		1.000	
fLU	0.952		1.000	0.952	0.971		1.000	
fRT	1.000			1.000			0.850	
fLT	1.000		0.950	1.000	0.950			
Sec.								
fLpb	1.000		1.000	1.000	1.000			
fRpb	1.000			1.000			1.000	
S	3462		1517	3592	3158		1188	
Sec.								

CAPACITY AND LOS WORKSHEET

Capacity Analysis and Lane Group Capacity

Appr/ Mvmt	Lane Group	Adj Flow Rate (v)	Adj Sat Flow Rate (s)	Flow Ratio (v/s)	Green Ratio (g/C)	--Lane Group-- Capacity (c)	v/c Ratio
Eastbound							
Prot							
Perm							
Left							
Prot							
Perm							
Thru	T	61	3462	0.02	0.18	623	0.10
Right							
Westbound							
Prot							
Perm							
Left	L	53	1517	0.03	0.19	288	0.18
Prot							
Perm							
Thru	T	456	3592	# 0.13	0.40	1437	0.32
Right							
Northbound							
Prot							
Perm							
Left	L	1028	3158	# 0.33	0.48	1516	0.68
Prot							
Perm							
Thru							
Right	R	15	1188	0.01	0.73	867	0.02
Southbound							
Prot							
Perm							
Left							
Prot							
Perm							
Thru							
Right							

Sum of flow ratios for critical lane groups, $Y_c = \text{Sum (v/s)} = 0.45$

Total lost time per cycle, $L = 12.00 \text{ sec}$

Critical flow rate to capacity ratio, $X_c = (Y_c)(C)/(C-L) = 0.51$

Control Delay and LOS Determination

Appr/ Lane Grp	Ratios		Unf Del d1	Prog Adj Fact	Lane Grp Cap	Incremental Factor k	Del d2	Res Del d3	Lane Group		Approach	
	v/c	g/C							Delay	LOS	Delay	LOS
Eastbound												
T	0.10	0.18	34.2	1.000	623	0.11	0.1	0.0	34.3	C	34.3	C
Westbound												
L	0.18	0.19	34.0	1.000	288	0.11	0.3	0.0	34.3	C		
T	0.32	0.40	20.6	1.000	1437	0.11	0.1	0.0	20.7	C	22.2	C
Northbound												
L	0.68	0.48	20.0	1.000	1516	0.25	1.2	0.0	21.3	C	21.0	C
R	0.02	0.73	3.7	1.000	867	0.11	0.0	0.0	3.7	A		
Southbound												

Intersection delay = 21.9 (sec/veh) Intersection LOS = C

SUPPLEMENTAL PERMITTED LT WORKSHEET

for exclusive lefts

Input

	EB	WB	NB	SB
Opposed by Single(S) or Multiple(M) lane approach				
Cycle length, C	100.0			sec
Total actual green time for LT lane group, G (s)				
Effective permitted green time for LT lane group, g(s)				
Opposing effective green time, go (s)				
Number of lanes in LT lane group, N				
Number of lanes in opposing approach, No				
Adjusted LT flow rate, VLT (veh/h)				
Proportion of LT in LT lane group, PLT				
Proportion of LT in opposing flow, PLTo				
Adjusted opposing flow rate, Vo (veh/h)				
Lost time for LT lane group, tL				
Computation				
LT volume per cycle, LTC=VLTC/3600				
Opposing lane util. factor, fLUo	0.952	0.952		
Opposing flow, Volc=VoC/[3600(No)fLUo] (veh/ln/cyc)				
gf=G[exp(- a * (LTC ** b))]-tL, gf<=g				
Opposing platoon ratio, Rpo (refer Exhibit 16-11)				
Opposing Queue Ratio, qro=Max[1-Rpo(go/C),0]				
gq, (see Exhibit C16-4,5,6,7,8)				
gu=g-gq if gq>=gf, or = g-gf if gq<gf				
n=Max(gq-gf)/2,0)				
PTHo=1-PLTo				
PL*=PLT[1+(N-1)g/(gf+gu/EL1+4.24)]				
EL1 (refer to Exhibit C16-3)				
EL2=Max((1-Ptho**n)/Plto, 1.0)				
fmin=2(1+PL)/g or fmin=2(1+Pl)/g				
gdifff=max(gq-gf,0)				
fm=[gf/g]+[gu/g]/[1+PL(EL1-1)], (min=fmin;max=1.00)				
flt=fm=[gf/g]+[gu/g]/[1+PL(EL1-1)]+[gdifff/g]/[1+PL(EL2-1)], (fmin<=fm<=1.00)				
or flt=[fm+0.91(N-1)]/N**				
Left-turn adjustment, fLT				

For special case of single-lane approach opposed by multilane approach, see text.

* If Pl>=1 for shared left-turn lanes with N>1, then assume de-facto left-turn lane and redo calculations.

** For permitted left-turns with multiple exclusive left-turn lanes, flt=fm.

For special case of multilane approach opposed by single-lane approach or when gf>gq, see text.

SUPPLEMENTAL PERMITTED LT WORKSHEET

for shared lefts

Input

	EB	WB	NB	SB
Opposed by Single(S) or Multiple(M) lane approach				
Cycle length, C	100.0			sec
Total actual green time for LT lane group, G (s)				
Effective permitted green time for LT lane group, g(s)				
Opposing effective green time, go (s)				
Number of lanes in LT lane group, N				

Number of lanes in opposing approach, No
 Adjusted LT flow rate, VLT (veh/h)
 Proportion of LT in LT lane group, PLT 0.000 0.000
 Proportion of LT in opposing flow, PLTo
 Adjusted opposing flow rate, Vo (veh/h)
 Lost time for LT lane group, tL
 Computation
 LT volume per cycle, LTC=VLTC/3600
 Opposing lane util. factor, fLUo 0.952 0.952
 Opposing flow, Volc=VoC/[3600(No)fLUo] (veh/ln/cyc)
 $gf = G[\exp(-a * (LTC ** b))] - tL$, $gf \leq g$
 Opposing platoon ratio, Rpo (refer Exhibit 16-11)
 Opposing Queue Ratio, gro=Max[1-Rpo(go/C),0]
 gq, (see Exhibit C16-4,5,6,7,8)
 $gu = g - gq$ if $gq \geq gf$, or $= g - gf$ if $gq < gf$
 $n = \text{Max}(gq - gf) / 2, 0$
 $PTHo = 1 - PLTo$
 $PL* = PLT[1 + (N-1)g / (gf + gu / EL1 + 4.24)]$
 EL1 (refer to Exhibit C16-3)
 $EL2 = \text{Max}((1 - Ptho ** n) / Plto, 1.0)$
 $fmin = 2(1 + PL) / g$ or $fmin = 2(1 + Pl) / g$
 $gdifff = \text{max}(gq - gf, 0)$
 $fm = [gf/g] + [gu/g] / [1 + PL(EL1 - 1)]$, (min=fmin;max=1.00)
 $flt = fm = [gf/g] + [gu/g] / [1 + PL(EL1 - 1)] + [gdifff/g] / [1 + PL(EL2 - 1)]$, (fmin<=fm<=1.00)
 or $flt = [fm + 0.91(N-1)] / N **$
 Left-turn adjustment, fLT

For special case of single-lane approach opposed by multilane approach, see text.

* If $Pl \geq 1$ for shared left-turn lanes with $N > 1$, then assume de-facto left-turn lane and redo calculations.

** For permitted left-turns with multiple exclusive left-turn lanes, $flt = fm$.

For special case of multilane approach opposed by single-lane approach or when $gf > gq$, see text.

_____SUPPLEMENTAL PEDESTRIAN-BICYCLE EFFECTS WORKSHEET_____

Permitted Left Turns

	EB	WB	NB	SB
Effective pedestrian green time, gp (s)				
Conflicting pedestrian volume, Vped (p/h)				
Pedestrian flow rate, Vpedg (p/h)				
OCCpedg				
Opposing queue clearing green, gq (s)				
Eff. ped. green consumed by opp. veh. queue, gq/gp				
OCCpedu				
Opposing flow rate, Vo (veh/h)				
OCCr				
Number of cross-street receiving lanes, Nrec				
Number of turning lanes, Nturn				
ApbT				
Proportion of left turns, PLT				
Proportion of left turns using protected phase, PLTA				
Left-turn adjustment, fLpb				
Permitted Right Turns				
Effective pedestrian green time, gp (s)				
Conflicting pedestrian volume, Vped (p/h)				
Conflicting bicycle volume, Vbic (bicycles/h)				
Vpedg				
OCCpedg				
Effective green, g (s)				
Vbicg				

OCCbicg
 OCCr
 Number of cross-street receiving lanes, Nrec
 Number of turning lanes, Nturn
 ApbT
 Proportion right-turns, PRT
 Proportion right-turns using protected phase, PRTA
 Right turn adjustment, fRpb

-----SUPPLEMENTAL UNIFORM DELAY WORKSHEET-----

EBLT WBLT NBLT SBLT
 Cycle length, C 100.0 sec
 Adj. LT vol from Vol Adjustment Worksheet, v
 v/c ratio from Capacity Worksheet, X
 Protected phase effective green interval, g (s)
 Opposing queue effective green interval, gq
 Unopposed green interval, gu
 Red time $r=(C-g-gq-gu)$
 Arrival rate, $qa=v/(3600(\max[X,1.0]))$
 Protected ph. departure rate, $Sp=s/3600$
 Permitted ph. departure rate, $Ss=s(gq+gu)/(gu*3600)$
 XPerm
 XProt
 Case
 Queue at beginning of green arrow, Qa
 Queue at beginning of unsaturated green, Qu
 Residual queue, Qr
 Uniform Delay, d1

-----DELAY/LOS WORKSHEET WITH INITIAL QUEUE-----

Appr/ Lane Group	Initial Unmet Demand Q veh	Dur. Unmet Demand t hrs.	Uniform Delay		Initial Queue Param. u	Final Unmet Demand Q veh	Initial Queue Delay d3 sec	Lane Group Delay d sec
			Unadj. ds	Adj. d1 sec				
Eastbound								
	0.0						0.0	
T	0.0	0.00	41.0	34.2	0.00	0.0	0.0	34.3
	0.0						0.0	
Westbound								
L	0.0	0.00	40.5	34.0	0.00	0.0	0.0	34.3
T	0.0	0.00	30.0	20.6	0.00	0.0	0.0	20.7
	0.0						0.0	
Northbound								
L	0.0	0.00	26.0	20.0	0.00	0.0	0.0	21.3
	0.0						0.0	
R	0.0	0.00	13.5	3.7	0.00	0.0	0.0	3.7
Southbound								
	0.0						0.0	
	0.0						0.0	
	0.0						0.0	

Intersection Delay 21.9 sec/veh Intersection LOS C

-----BACK OF QUEUE WORKSHEET-----

	Eastbound			Westbound			Northbound			Southbound		
LaneGroup	T			L	T		L	R				
Init Queue	0.0			0.0	0.0		0.0	0.0				
Flow Rate	32			53	239		529	15				
So	2000			1900	2000		1900	1900				
No.Lanes	0	2	0	1	2	0	2	0	1	0	0	0
SL	1818			1517	1886		1626	1188				
LnCapacity	327			288	754		780	867				
Flow Ratio	0.0			0.0	0.1		0.3	0.0				
v/c Ratio	0.10			0.18	0.32		0.68	0.02				
Grn Ratio	0.18			0.19	0.40		0.48	0.73				
I Factor	1.000			1.000		1.000						
AT or PVG	3			3	3		3	3				
Pltn Ratio	1.00			1.00	1.00		1.00	1.00				
PF2	1.00			1.00	1.00		1.00	1.00				
Q1	0.7			1.2	4.6		11.3	0.1				
kB	0.4			0.3	0.6		0.6	0.7				
Q2	0.0			0.1	0.3		1.3	0.0				
Q Average	0.8			1.3	4.8		12.6	0.1				
Q Spacing	25.0			25.0	25.0		25.0	25.0				
Q Storage	0			0	0		0	0				
Q S Ratio												
70th Percentile Output:												
fB%	1.2			1.2	1.2		1.2	1.2				
BOQ	0.9			1.6	5.8		14.8	0.2				
QSRatio												
85th Percentile Output:												
fB%	1.6			1.6	1.6		1.5	1.6				
BOQ	1.2			2.1	7.5		18.9	0.2				
QSRatio												
90th Percentile Output:												
fB%	1.8			1.8	1.7		1.6	1.8				
BOQ	1.4			2.3	8.3		20.3	0.2				
QSRatio												
95th Percentile Output:												
fB%	2.1			2.1	2.0		1.8	2.1				
BOQ	1.6			2.7	9.5		22.7	0.3				
QSRatio												
98th Percentile Output:												
fB%	2.6			2.6	2.4		2.1	2.7				
BOQ	2.1			3.4	11.6		26.2	0.3				
QSRatio												

ERROR MESSAGES

No errors to report.

Analyst: MPM rev CCC

Inter.: Lorenzo at I-55 Ramps E. int.

Agency: Benesch

Area Type: All other areas

Date: 9/13/2010

Jurisd: IDOT/Will County

Period: PM Peak

Year : 2030 Build-Out

Project ID: Lorenzo Road with Mod Parclo - "T" intersect - Freeflow EBRT

E/W St: Lorenzo Road

N/S St: I-55 Ramps

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	0	1	2	0	2	0	1	0	0	0
LGConfig	T			L T			L R					
Volume	102			125 282			577 32					
Lane Width	12.0			12.0 12.0			12.0 12.0					
RTOR Vol							0					

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4	5	6	7	8
EB	Left					NB Left	A		
	Thru		A			Thru			
	Right					Right	A		
	Peds					Peds			
WB	Left	A				SB Left			
	Thru	A	A			Thru			
	Right					Right			
	Peds					Peds			
NB	Right	A				EB Right			
SB	Right					WB Right			
Green		23.0	18.0	0.0			44.0	0.0	
Yellow		3.0	4.0				4.0		
All Red		0.0	2.0				2.0		

Cycle Length: 100.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

T	623	3462	0.17	0.18	34.8	C	34.8	C
---	-----	------	------	------	------	---	------	---

Westbound

L	277	1203	0.48	0.23	34.6	C		
T	1457	3311	0.20	0.44	17.3	B	22.6	C

Northbound

L	1365	3102	0.44	0.44	19.7	B		
R	967	1324	0.04	0.73	3.8	A	18.9	B

Southbound

Intersection Delay = 21.7 (sec/veh) Intersection LOS = C

Phone:
E-Mail:

Fax:

----- OPERATIONAL ANALYSIS -----

Analyst: MPM rev CCC
 Agency/Co.: Benesch
 Date Performed: 9/13/2010
 Analysis Time Period: PM Peak
 Intersection: Lorenzo at I-55 Ramps E. int.
 Area Type: All other areas
 Jurisdiction: IDOT/Will County
 Analysis Year: 2030 Build-Out
 Project ID: Lorenzo Road with Mod Parclo - "T" intersect - Freeflow EBRT
 E/W St: Lorenzo Road N/S St: I-55 Ramps

----- VOLUME DATA -----

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume		102		125	282		577		32			
% Heavy Veh		10		50	15		13		22			
PHF		0.95		0.95	0.95		0.95		0.95			
PK 15 Vol		27		33	74		152		8			
Hi Ln Vol												
% Grade		0			0			0				
Ideal Sat		2000		1900	2000		1900		1900			
ParkExist												
NumPark												
No. Lanes	0	2	0	1	2	0	2	0	1	0	0	0
LGConfig		T		L	T		L		R			
Lane Width		12.0		12.0	12.0		12.0		12.0			
RTOR Vol									0			
Adj Flow		107		132	297		607		34			
%InSharedLn												
Prop LTs		0.000			0.000							
Prop RTs		0.000			0.000				1.000			
Peds Bikes		0						0		0		
Buses		0		0	0		0		0			
%InProtPhase												
Duration	0.25											
Area Type: All other areas												

----- OPERATING PARAMETERS -----

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Init Unmet		0.0		0.0	0.0		0.0		0.0			
Arriv. Type		3		3	3		3		3			
Unit Ext.		3.0		3.0	3.0		3.0		3.0			
I Factor		1.000			1.000			1.000				
Lost Time		2.0		2.0	2.0		2.0		2.0			
Ext of g		2.0		2.0	2.0		2.0		2.0			
Ped Min g		3.2						3.2			3.2	

PHASE DATA

Phase Combination 1				2	3	4	5	6	7	8
EB	Left						NB	Left	A	
	Thru			A				Thru		
	Right							Right	A	
	Peds							Peds		
WB	Left	A					SB	Left		
	Thru	A		A				Thru		
	Right							Right		
	Peds							Peds		
NB	Right	A					EB	Right		
SB	Right						WB	Right		
Green		23.0	18.0	0.0				44.0	0.0	
Yellow		3.0	4.0					4.0		
All Red		0.0	2.0					2.0		

Cycle Length: 100.0 secs

VOLUME ADJUSTMENT AND SATURATION FLOW WORKSHEET

Volume Adjustment

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V		102		125	282		577		32			
PHF		0.95		0.95	0.95		0.95		0.95			
Adj flow		107		132	297		607		34			
No. Lanes	0	2	0	1	2	0	2	0	1	0	0	0
Lane group		T		L	T		L		R			
Adj flow		107		132	297		607		34			
Prop LTs		0.000			0.000							
Prop RTs		0.000			0.000			1.000				

Saturation Flow Rate (see Exhibit 16-7 to determine the adjustment factors)

	Eastbound		Westbound		Northbound		Southbound		
LG	T		L	T	L	R			
So	2000		1900	2000	1900	1900			
Lanes 0	2	0	1	2	2	0	1	0	0
fW	1.000		1.000	1.000	1.000		1.000		
fHV	0.909		0.667	0.870	0.885		0.820		
fG	1.000		1.000	1.000	1.000		1.000		
fP	1.000		1.000	1.000	1.000		1.000		
fBB	1.000		1.000	1.000	1.000		1.000		
fA	1.000		1.000	1.000	1.000		1.000		
fLU	0.952		1.000	0.952	0.971		1.000		
fRT	1.000			1.000			0.850		
fLT	1.000		0.950	1.000	0.950				
Sec.									
fLpb	1.000		1.000	1.000	1.000				
fRpb	1.000			1.000			1.000		
S	3462		1203	3311	3102		1324		
Sec.									

CAPACITY AND LOS WORKSHEET

Capacity Analysis and Lane Group Capacity

Appr/ Mvmt	Lane Group	Adj Flow Rate (v)	Adj Sat Flow Rate (s)	Flow Ratio (v/s)	Green Ratio (g/C)	--Lane Group-- Capacity (c)	v/c Ratio
Eastbound							
Prot							
Perm							
Left							
Prot							
Perm							
Thru	T	107	3462	# 0.03	0.18	623	0.17
Right							
Westbound							
Prot							
Perm							
Left	L	132	1203	# 0.11	0.23	277	0.48
Prot							
Perm							
Thru	T	297	3311	0.09	0.44	1457	0.20
Right							
Northbound							
Prot							
Perm							
Left	L	607	3102	# 0.20	0.44	1365	0.44
Prot							
Perm							
Thru							
Right	R	34	1324	0.03	0.73	967	0.04
Southbound							
Prot							
Perm							
Left							
Prot							
Perm							
Thru							
Right							

Sum of flow ratios for critical lane groups, $Y_c = \text{Sum (v/s)} = 0.34$

Total lost time per cycle, $L = 15.00 \text{ sec}$

Critical flow rate to capacity ratio, $X_c = (Y_c)(C)/(C-L) = 0.40$

Control Delay and LOS Determination

Appr/ Lane Grp	Ratios		Unf Del d1	Prog Adj Fact	Lane Grp Cap	Incremental Factor k	Del d2	Res Del d3	Lane Group		Approach	
	v/c	g/C							Delay	LOS	Delay	LOS
Eastbound												
T	0.17	0.18	34.7	1.000	623	0.11	0.1	0.0	34.8	C	34.8	C
Westbound												
L	0.48	0.23	33.3	1.000	277	0.11	1.3	0.0	34.6	C		
T	0.20	0.44	17.2	1.000	1457	0.11	0.1	0.0	17.3	B	22.6	C
Northbound												
L	0.44	0.44	19.5	1.000	1365	0.11	0.2	0.0	19.7	B	18.9	B
R	0.04	0.73	3.7	1.000	967	0.11	0.0	0.0	3.8	A		
Southbound												

Intersection delay = 21.7 (sec/veh) Intersection LOS = C

SUPPLEMENTAL PERMITTED LT WORKSHEET

for exclusive lefts

Input

EB WB NB SB

Opposed by Single(S) or Multiple(M) lane approach
Cycle length, C 100.0 sec
Total actual green time for LT lane group, G (s)
Effective permitted green time for LT lane group, g(s)
Opposing effective green time, go (s)
Number of lanes in LT lane group, N
Number of lanes in opposing approach, No
Adjusted LT flow rate, VLT (veh/h)
Proportion of LT in LT lane group, PLT
Proportion of LT in opposing flow, PLTo
Adjusted opposing flow rate, Vo (veh/h)
Lost time for LT lane group, tL
Computation
LT volume per cycle, LTC=VLTC/3600
Opposing lane util. factor, fLUo 0.952 0.952
Opposing flow, Volc=VoC/[3600(No)fLUo] (veh/ln/cyc)
gf=G[exp(- a * (LTC ** b))]-tL, gf<=g
Opposing platoon ratio, Rpo (refer Exhibit 16-11)
Opposing Queue Ratio, qro=Max[1-Rpo(go/C),0]
gq, (see Exhibit C16-4,5,6,7,8)
gu=g-gq if gq>=gf, or = g-gf if gq<gf
n=Max(gq-gf)/2,0)
PTHo=1-PLTo
PL*=PLT[1+(N-1)g/(gf+gu/EL1+4.24)]
EL1 (refer to Exhibit C16-3)
EL2=Max((1-Ptho**n)/Plto, 1.0)
fmin=2(1+PL)/g or fmin=2(1+Pl)/g
gdifff=max(gq-gf,0)
fm=[gf/g]+[gu/g]/[1+PL(EL1-1)], (min=fmin;max=1.00)
flt=fm=[gf/g]+[gu/g]/[1+PL(EL1-1)]+[gdifff/g]/[1+PL(EL2-1)], (fmin<=fm<=1.00)
or flt=[fm+0.91(N-1)]/N**
Left-turn adjustment, fLT

For special case of single-lane approach opposed by multilane approach,
see text.

* If Pl>=1 for shared left-turn lanes with N>1, then assume de-facto
left-turn lane and redo calculations.

** For permitted left-turns with multiple exclusive left-turn lanes, flt=fm.

For special case of multilane approach opposed by single-lane approach
or when gf>gq, see text.

SUPPLEMENTAL PERMITTED LT WORKSHEET

for shared lefts

Input

EB WB NB SB

Opposed by Single(S) or Multiple(M) lane approach
Cycle length, C 100.0 sec
Total actual green time for LT lane group, G (s)
Effective permitted green time for LT lane group, g(s)
Opposing effective green time, go (s)
Number of lanes in LT lane group, N

Number of lanes in opposing approach, No
 Adjusted LT flow rate, VLT (veh/h)
 Proportion of LT in LT lane group, PLT 0.000 0.000
 Proportion of LT in opposing flow, PLTo
 Adjusted opposing flow rate, Vo (veh/h)
 Lost time for LT lane group, tL
 Computation
 LT volume per cycle, LTC=VLTC/3600
 Opposing lane util. factor, fLUo 0.952 0.952
 Opposing flow, Volc=VoC/[3600(No)fLUo] (veh/ln/cyc)
 $gf = G[\exp(-a * (LTC ** b))] - tL$, $gf \leq g$
 Opposing platoon ratio, Rpo (refer Exhibit 16-11)
 Opposing Queue Ratio, gro=Max[1-Rpo(go/C),0]
 gq, (see Exhibit C16-4,5,6,7,8)
 $gu = g - gq$ if $gq \geq gf$, or $= g - gf$ if $gq < gf$
 $n = \text{Max}(gq - gf) / 2, 0$
 $PTHo = 1 - PLTo$
 $PL* = PLT[1 + (N-1)g / (gf + gu / EL1 + 4.24)]$
 EL1 (refer to Exhibit C16-3)
 $EL2 = \text{Max}((1 - Ptho ** n) / Plto, 1.0)$
 $fmin = 2(1 + PL) / g$ or $fmin = 2(1 + Pl) / g$
 $gdifff = \text{max}(gq - gf, 0)$
 $fm = [gf/g] + [gu/g] / [1 + PL(EL1 - 1)]$, (min=fmin;max=1.00)
 $flt = fm = [gf/g] + [gu/g] / [1 + PL(EL1 - 1)] + [gdifff/g] / [1 + PL(EL2 - 1)]$, (fmin<=fm<=1.00)
 or $flt = [fm + 0.91(N-1)] / N **$
 Left-turn adjustment, fLT

For special case of single-lane approach opposed by multilane approach, see text.

* If $Pl > 1$ for shared left-turn lanes with $N > 1$, then assume de-facto left-turn lane and redo calculations.

** For permitted left-turns with multiple exclusive left-turn lanes, $flt = fm$.

For special case of multilane approach opposed by single-lane approach or when $gf > gq$, see text.

_____SUPPLEMENTAL PEDESTRIAN-BICYCLE EFFECTS WORKSHEET_____

Permitted Left Turns

	EB	WB	NB	SB
Effective pedestrian green time, gp (s)				
Conflicting pedestrian volume, Vped (p/h)				
Pedestrian flow rate, Vpedg (p/h)				
OCCpedg				
Opposing queue clearing green, gq (s)				
Eff. ped. green consumed by opp. veh. queue, gq/gp				
OCCpedu				
Opposing flow rate, Vo (veh/h)				
OCCr				
Number of cross-street receiving lanes, Nrec				
Number of turning lanes, Nturn				
ApbT				
Proportion of left turns, PLT				
Proportion of left turns using protected phase, PLTA				
Left-turn adjustment, fLpb				
Permitted Right Turns				
Effective pedestrian green time, gp (s)				
Conflicting pedestrian volume, Vped (p/h)				
Conflicting bicycle volume, Vbic (bicycles/h)				
Vpedg				
OCCpedg				
Effective green, g (s)				
Vbicg				

OCCbicg
 OCCr
 Number of cross-street receiving lanes, Nrec
 Number of turning lanes, Nturn
 ApbT
 Proportion right-turns, PRT
 Proportion right-turns using protected phase, PRTA
 Right turn adjustment, fRpb

_____SUPPLEMENTAL UNIFORM DELAY WORKSHEET_____

Cycle length, C 100.0 sec
 Adj. LT vol from Vol Adjustment Worksheet, v
 v/c ratio from Capacity Worksheet, X
 Protected phase effective green interval, g (s)
 Opposing queue effective green interval, gq
 Unopposed green interval, gu
 Red time $r = (C - g - gq - gu)$
 Arrival rate, $qa = v / (3600(\max[X, 1.0]))$
 Protected ph. departure rate, $Sp = s / 3600$
 Permitted ph. departure rate, $Ss = s(gq + gu) / (gu * 3600)$
 XPerm
 XProt
 Case
 Queue at beginning of green arrow, Qa
 Queue at beginning of unsaturated green, Qu
 Residual queue, Qr
 Uniform Delay, d1

_____DELAY/LOS WORKSHEET WITH INITIAL QUEUE_____

Appr/ Lane Group	Initial Unmet Demand Q veh	Dur. Unmet Demand t hrs.	Uniform Delay		Initial Queue Param. u	Final Unmet Demand Q veh	Initial Queue Delay d3 sec	Lane Group Delay d sec
			Unadj. ds	Adj. d1 sec				
Eastbound								
	0.0						0.0	
T	0.0	0.00	41.0	34.7	0.00	0.0	0.0	34.8
	0.0						0.0	
Westbound								
L	0.0	0.00	38.5	33.3	0.00	0.0	0.0	34.6
T	0.0	0.00	28.0	17.2	0.00	0.0	0.0	17.3
	0.0						0.0	
Northbound								
L	0.0	0.00	28.0	19.5	0.00	0.0	0.0	19.7
	0.0						0.0	
R	0.0	0.00	13.5	3.7	0.00	0.0	0.0	3.8
Southbound								
	0.0						0.0	
	0.0						0.0	
	0.0						0.0	

Intersection Delay 21.7 sec/veh Intersection LOS C

_____BACK OF QUEUE WORKSHEET_____

	Eastbound			Westbound			Northbound			Southbound		
LaneGroup	T			L	T		L	R				
Init Queue	0.0			0.0	0.0		0.0	0.0				
Flow Rate	56			132	155		312	34				
So	2000			1900	2000		1900	1900				
No.Lanes	0	2	0	1	2	0	2	0	1	0	0	0
SL	1818			1203	1738		1597	1324				
LnCapacity	327			277	765		702	967				
Flow Ratio	0.0			0.1	0.1		0.2	0.0				
v/c Ratio	0.17			0.48	0.20		0.44	0.04				
Grn Ratio	0.18			0.23	0.44		0.44	0.73				
I Factor	1.000			1.000			1.000					
AT or PVG	3			3	3		3	3				
Pltn Ratio	1.00			1.00	1.00		1.00	1.00				
PF2	1.00			1.00	1.00		1.00	1.00				
Q1	1.3			3.2	2.6		6.0	0.3				
kB	0.4			0.3	0.6		0.6	0.7				
Q2	0.1			0.3	0.2		0.5	0.0				
Q Average	1.4			3.5	2.8		6.5	0.3				
Q Spacing	25.0			25.0	25.0		25.0	25.0				
Q Storage	0			0	0		0	0				
Q S Ratio												
70th Percentile Output:												
fB%	1.2			1.2	1.2		1.2	1.2				
BOQ	1.7			4.1	3.3		7.7	0.3				
QSRatio												
85th Percentile Output:												
fB%	1.6			1.6	1.6		1.5	1.6				
BOQ	2.2			5.4	4.4		10.0	0.5				
QSRatio												
90th Percentile Output:												
fB%	1.8			1.7	1.7		1.7	1.8				
BOQ	2.5			6.0	4.9		11.0	0.5				
QSRatio												
95th Percentile Output:												
fB%	2.1			2.0	2.0		1.9	2.1				
BOQ	2.9			6.9	5.6		12.5	0.6				
QSRatio												
98th Percentile Output:												
fB%	2.6			2.5	2.5		2.3	2.7				
BOQ	3.6			8.6	7.0		15.0	0.8				
QSRatio												

ERROR MESSAGES

No errors to report.

Analyst: MPM rev CCC

Agency: Benesch

Date: 9/13/2010

Period: AM Peak

Project ID: Lorenzo Road with Modified Parclo - 4 way

E/W St: Lorenzo Road

Inter.: Lorenzo at I-55 Ramps E. int.

Area Type: All other areas

Jurisd: IDOT/Will County

Year : 2030 Build-Out

N/S St: I-55 Ramps

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	2	1	2	1	2	1	0	1	1	0
LGConfig	L	T	R	L	T	R	L	TR		L	TR	
Volume	9	58	757	50	386	47	940	37	14	9	75	9
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	A				NB Left	A		
Thru		A			Thru		A	
Right		A			Right		A	
Peds					Peds			
WB Left	A				SB Left	A		
Thru		A			Thru		A	
Right		A			Right		A	
Peds					Peds			
NB Right					EB Right	A		
SB Right					WB Right			
Green	6.0	22.5	0.0			35.5	18.0	0.0
Yellow	3.0	4.0				3.0	4.0	
All Red	0.0	2.0				0.0	2.0	

Cycle Length: 100.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	103	1719	0.09	0.06	44.8	D		
T	779	3462	0.08	0.22	30.6	C	11.5	B
R	1619	2530	0.49	0.64	9.7	A		
Westbound								
L	91	1517	0.58	0.06	54.9	D		
T	808	3592	0.50	0.22	34.4	C	36.2	D
R	346	1538	0.14	0.22	31.2	C		
Northbound								
L	1121	3158	0.88	0.35	38.8	D		
TR	289	1603	0.19	0.18	35.1	D	38.6	D
Southbound								
L	610	1719	0.01	0.35	20.9	C		
TR	321	1782	0.27	0.18	35.8	D	34.4	C

Intersection Delay = 28.6 (sec/veh) Intersection LOS = C

Phone:
E-Mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: MPM rev CCC
 Agency/Co.: Benesch
 Date Performed: 9/13/2010
 Analysis Time Period: AM Peak
 Intersection: Lorenzo at I-55 Ramps E. int.
 Area Type: All other areas
 Jurisdiction: IDOT/Will County
 Analysis Year: 2030 Build-Out
 Project ID: Lorenzo Road with Modified Parclo - 4 way
 E/W St: Lorenzo Road N/S St: I-55 Ramps

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	9	58	757	50	386	47	940	37	14	9	75	9
% Heavy Veh	5	10	13	19	6	5	11	5	36	5	5	5
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PK 15 Vol	3	15	199	13	102	12	247	10	4	3	20	3
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	2000	1900	1900	2000	1900	1900	1900		1900	1900	
ParkExist												
NumPark												
No. Lanes	1	2	2	1	2	1	2	1	0	1	1	0
LGConfig	L	T	R	L	T	R	L	TR		L	TR	
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
RTOR Vol			0			0			0			0
Adj Flow	9	61	797	53	406	49	989	54		9	88	
%InSharedLn												
Prop LTs		0.000			0.000			0.000			0.000	
Prop RTs		0.000	1.000		0.000	1.000		0.278			0.102	
Peds Bikes	0			0			0			0		
Buses	0	0	0	0	0	0	0	0		0	0	
%InProtPhase												
Duration	0.25											
Area Type: All other areas												

OPERATING PARAMETERS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Init Unmet	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Arriv. Type	3	3	3	3	3	3	3	3		3	3	
Unit Ext.	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
I Factor		1.000			1.000			1.000			1.000	
Lost Time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Ext of g	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Ped Min g		3.2			3.2			3.2			3.2	

PHASE DATA

Phase Combination 1				2	3	4	5	6	7	8
EB	Left	A					NB	Left	A	
	Thru			A				Thru		A
	Right			A				Right		A
	Peds							Peds		
WB	Left	A					SB	Left	A	
	Thru			A				Thru		A
	Right			A				Right		A
	Peds							Peds		
NB	Right						EB	Right	A	
SB	Right						WB	Right		
Green		6.0	22.5	0.0				35.5	18.0	0.0
Yellow		3.0	4.0					3.0	4.0	
All Red		0.0	2.0					0.0	2.0	

Cycle Length: 100.0 secs

VOLUME ADJUSTMENT AND SATURATION FLOW WORKSHEET

Volume Adjustment

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V	9	58	757	50	386	47	940	37	14	9	75	9
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj flow	9	61	797	53	406	49	989	39	15	9	79	9
No. Lanes	1	2	2	1	2	1	2	1	0	1	1	0
Lane group	L	T	R	L	T	R	L	TR		L	TR	
Adj flow	9	61	797	53	406	49	989	54		9	88	
Prop LTs		0.000			0.000			0.000			0.000	
Prop RTs		0.000	1.000		0.000	1.000		0.278			0.102	

Saturation Flow Rate (see Exhibit 16-7 to determine the adjustment factors)

LG	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	TR		L	TR	
So	1900	2000	1900	1900	2000	1900	1900	1900		1900	1900	
Lanes	1	2	2	1	2	1	2	1	0	1	1	0
fW	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000		1.000	1.000	
fHV	0.952	0.909	0.885	0.840	0.943	0.952	0.901	0.880		0.952	0.952	
fG	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000		1.000	1.000	
fP	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000		1.000	1.000	
fBB	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000		1.000	1.000	
fA	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000		1.000	1.000	
fLU	1.000	0.952	0.885	1.000	0.952	1.000	0.971	1.000		1.000	1.000	
fRT		1.000	0.850		1.000	0.850		0.958			0.985	
fLT	0.950	1.000		0.950	1.000		0.950	1.000		0.950	1.000	
Sec.												
fLpb	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
fRpb		1.000	1.000		1.000	1.000		1.000			1.000	
S	1719	3462	2530	1517	3592	1538	3158	1603		1719	1782	
Sec.												

CAPACITY AND LOS WORKSHEET

Capacity Analysis and Lane Group Capacity

Appr/ Mvmt	Lane Group	Adj Flow Rate (v)	Adj Sat Flow Rate (s)	Flow Ratio (v/s)	Green Ratio (g/C)	--Lane Group-- Capacity (c)	v/c Ratio
Eastbound							
Prot							
Perm							
Left	L	9	1719	0.01	0.06	103	0.09
Prot							
Perm							
Thru	T	61	3462	0.02	0.22	779	0.08
Right	R	797	2530	0.32	0.64	1619	0.49
Westbound							
Prot							
Perm							
Left	L	53	1517	# 0.03	0.06	91	0.58
Prot							
Perm							
Thru	T	406	3592	# 0.11	0.22	808	0.50
Right	R	49	1538	0.03	0.22	346	0.14
Northbound							
Prot							
Perm							
Left	L	989	3158	# 0.31	0.35	1121	0.88
Prot							
Perm							
Thru	TR	54	1603	0.03	0.18	289	0.19
Right							
Southbound							
Prot							
Perm							
Left	L	9	1719	0.01	0.35	610	0.01
Prot							
Perm							
Thru	TR	88	1782	# 0.05	0.18	321	0.27
Right							

Sum of flow ratios for critical lane groups, $Y_c = \text{Sum (v/s)} = 0.51$

Total lost time per cycle, $L = 18.00 \text{ sec}$

Critical flow rate to capacity ratio, $X_c = (Y_c)(C)/(C-L) = 0.62$

Control Delay and LOS Determination

Appr/ Lane Grp	Ratios		Unf Del d1	Prog Adj Fact	Lane Grp Cap	Incremental Factor k	Res Del d2	Res Del d3	Lane Group		Approach	
	v/c	g/C							Delay	LOS	Delay	LOS
Eastbound												
L	0.09	0.06	44.4	1.000	103	0.11	0.4	0.0	44.8	D		
T	0.08	0.22	30.6	1.000	779	0.11	0.0	0.0	30.6	C	11.5	B
R	0.49	0.64	9.5	1.000	1619	0.11	0.2	0.0	9.7	A		
Westbound												
L	0.58	0.06	45.8	1.000	91	0.17	9.2	0.0	54.9	D		
T	0.50	0.22	33.9	1.000	808	0.11	0.5	0.0	34.4	C	36.2	D
R	0.14	0.22	31.0	1.000	346	0.11	0.2	0.0	31.2	C		
Northbound												
L	0.88	0.35	30.3	1.000	1121	0.41	8.5	0.0	38.8	D		
TR	0.19	0.18	34.8	1.000	289	0.11	0.3	0.0	35.1	D	38.6	D
Southbound												
L	0.01	0.35	20.9	1.000	610	0.11	0.0	0.0	20.9	C		
TR	0.27	0.18	35.4	1.000	321	0.11	0.5	0.0	35.8	D	34.4	C

Intersection delay = 28.6 (sec/veh) Intersection LOS = C

SUPPLEMENTAL PERMITTED LT WORKSHEET

for exclusive lefts

Input

EB WB NB SB

Opposed by Single(S) or Multiple(M) lane approach

Cycle length, C 100.0 sec

Total actual green time for LT lane group, G (s)

Effective permitted green time for LT lane group, g(s)

Opposing effective green time, go (s)

Number of lanes in LT lane group, N

Number of lanes in opposing approach, No

Adjusted LT flow rate, VLT (veh/h)

Proportion of LT in LT lane group, PLT

Proportion of LT in opposing flow, PLTo

Adjusted opposing flow rate, Vo (veh/h)

Lost time for LT lane group, tL

Computation

LT volume per cycle, LTC=VLTC/3600

Opposing lane util. factor, fLUo 0.952 0.952 1.000 1.000

Opposing flow, Volc=VoC/[3600(No)fLUo] (veh/ln/cyc)

gf=G[exp(- a * (LTC ** b))]-tL, gf<=g

Opposing platoon ratio, Rpo (refer Exhibit 16-11)

Opposing Queue Ratio, qro=Max[1-Rpo(go/C),0]

gq, (see Exhibit C16-4,5,6,7,8)

gu=g-gq if gq>=gf, or = g-gf if gq<gf

n=Max(gq-gf)/2,0)

PTHo=1-PLTo

PL*=PLT[1+(N-1)g/(gf+gu/EL1+4.24)]

EL1 (refer to Exhibit C16-3)

EL2=Max((1-Ptho**n)/Plto, 1.0)

fmin=2(1+PL)/g or fmin=2(1+PL)/g

gdifff=max(gq-gf,0)

fm=[gf/g]+[gu/g]/[1+PL(EL1-1)], (min=fmin;max=1.00)

flt=fm=[gf/g]+[gu/g]/[1+PL(EL1-1)]+[gdifff/g]/[1+PL(EL2-1)], (fmin<=fm<=1.00)

or flt=[fm+0.91(N-1)]/N**

Left-turn adjustment, fLT

For special case of single-lane approach opposed by multilane approach,
see text.

* If Pl>=1 for shared left-turn lanes with N>1, then assume de-facto
left-turn lane and redo calculations.

** For permitted left-turns with multiple exclusive left-turn lanes, flt=fm.

For special case of multilane approach opposed by single-lane approach
or when gf>gq, see text.

SUPPLEMENTAL PERMITTED LT WORKSHEET

for shared lefts

Input

EB WB NB SB

Opposed by Single(S) or Multiple(M) lane approach

Cycle length, C 100.0 sec

Total actual green time for LT lane group, G (s)

Effective permitted green time for LT lane group, g(s)

Opposing effective green time, go (s)

Number of lanes in LT lane group, N

Number of lanes in opposing approach, No
 Adjusted LT flow rate, VLT (veh/h)
 Proportion of LT in LT lane group, PLT 0.000 0.000 0.000 0.000
 Proportion of LT in opposing flow, PLTo
 Adjusted opposing flow rate, Vo (veh/h)
 Lost time for LT lane group, tL
 Computation
 LT volume per cycle, LTC=VLTC/3600
 Opposing lane util. factor, fLUo 0.952 0.952 1.000 1.000
 Opposing flow, Volc=VoC/[3600(No)fLUo] (veh/ln/cyc)
 $gf = G[\exp(-a * (LTC ** b))] - tL$, $gf \leq g$
 Opposing platoon ratio, Rpo (refer Exhibit 16-11)
 Opposing Queue Ratio, gro=Max[1-Rpo(go/C),0]
 gq, (see Exhibit C16-4,5,6,7,8)
 $gu = g - gq$ if $gq \geq gf$, or $= g - gf$ if $gq < gf$
 $n = \text{Max}(gq - gf) / 2, 0$
 $PTHo = 1 - PLTo$
 $PL* = PLT[1 + (N-1)g / (gf + gu / EL1 + 4.24)]$
 EL1 (refer to Exhibit C16-3)
 $EL2 = \text{Max}((1 - Ptho ** n) / Plto, 1.0)$
 $fmin = 2(1 + PL) / g$ or $fmin = 2(1 + Pl) / g$
 $gdifff = \text{max}(gq - gf, 0)$
 $fm = [gf/g] + [gu/g] / [1 + PL(EL1 - 1)]$, (min=fmin;max=1.00)
 $flt = fm = [gf/g] + [gu/g] / [1 + PL(EL1 - 1)] + [gdifff/g] / [1 + PL(EL2 - 1)]$, (fmin<=fm<=1.00)
 or $flt = [fm + 0.91(N-1)] / N **$
 Left-turn adjustment, fLT

For special case of single-lane approach opposed by multilane approach,
 see text.
 * If $Pl > 1$ for shared left-turn lanes with $N > 1$, then assume de-facto
 left-turn lane and redo calculations.
 ** For permitted left-turns with multiple exclusive left-turn lanes, $flt = fm$.
 For special case of multilane approach opposed by single-lane approach
 or when $gf > gq$, see text.

_____SUPPLEMENTAL PEDESTRIAN-BICYCLE EFFECTS WORKSHEET_____

Permitted Left Turns

	EB	WB	NB	SB
Effective pedestrian green time, gp (s)				
Conflicting pedestrian volume, Vped (p/h)				
Pedestrian flow rate, Vpedg (p/h)				
OCCpedg				
Opposing queue clearing green, gq (s)				
Eff. ped. green consumed by opp. veh. queue, gq/gp				
OCCpedu				
Opposing flow rate, Vo (veh/h)				
OCCr				
Number of cross-street receiving lanes, Nrec				
Number of turning lanes, Nturn				
ApbT				
Proportion of left turns, PLT				
Proportion of left turns using protected phase, PLTA				
Left-turn adjustment, fLpb				
Permitted Right Turns				
Effective pedestrian green time, gp (s)				
Conflicting pedestrian volume, Vped (p/h)				
Conflicting bicycle volume, Vbic (bicycles/h)				
Vpedg				
OCCpedg				
Effective green, g (s)				
Vbicg				

SUPPLEMENTAL UNIFORM DELAY WORKSHEET

Uniform Delay, d_1

	Eastbound			Westbound			Northbound		Southbound	
LaneGroup	L	T	R	L	T	R	L	TR	L	TR
Init Queue	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Flow Rate	9	32	450	53	213	49	509	54	9	88
So	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900
No.Lanes	1	2	2	1	2	1	2	1 0	1	1 0
SL	1719	1818	1429	1517	1886	1538	1626	1603	1719	1782
LnCapacity	103	409	914	91	424	346	577	289	610	321
Flow Ratio	0.0	0.0	0.3	0.0	0.1	0.0	0.3	0.0	0.0	0.0
v/c Ratio	0.09	0.08	0.49	0.58	0.50	0.14	0.88	0.19	0.01	0.27
Grn Ratio	0.06	0.22	0.64	0.06	0.22	0.22	0.35	0.18	0.35	0.18
I Factor		1.000			1.000			1.000		1.000
AT or PVG	3	3	3	3	3	3	3	3	3	3
Pltn Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF2	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1	0.2	0.7	6.6	1.4	5.2	1.1	13.3	1.3	0.2	2.1
kB	0.2	0.4	0.7	0.2	0.4	0.4	0.5	0.3	0.5	0.4
Q2	0.0	0.0	0.7	0.2	0.4	0.1	2.9	0.1	0.0	0.1
Q Average	0.3	0.7	7.2	1.7	5.6	1.2	16.2	1.4	0.2	2.2
Q Spacing	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0
Q Storage	0	0	0	0	0	0	0	0	0	0
Q S Ratio										
70th Percentile Output:										
fB%	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
BOQ	0.3	0.9	8.6	2.0	6.7	1.4	18.9	1.6	0.2	2.7
QSRatio										
85th Percentile Output:										
fB%	1.6	1.6	1.5	1.6	1.5	1.6	1.5	1.6	1.6	1.6
BOQ	0.4	1.2	11.1	2.6	8.7	1.8	23.9	2.1	0.3	3.5
QSRatio										
90th Percentile Output:										
fB%	1.8	1.8	1.7	1.8	1.7	1.8	1.6	1.8	1.8	1.8
BOQ	0.5	1.3	12.1	2.9	9.5	2.1	25.6	2.4	0.3	4.0
QSRatio										
95th Percentile Output:										
fB%	2.1	2.1	1.9	2.0	1.9	2.1	1.7	2.1	2.1	2.0
BOQ	0.5	1.5	13.8	3.4	10.9	2.4	28.3	2.8	0.4	4.6
QSRatio										
98th Percentile Output:										
fB%	2.7	2.6	2.3	2.6	2.3	2.6	2.0	2.6	2.7	2.5
BOQ	0.7	2.0	16.5	4.3	13.2	3.0	32.2	3.5	0.5	5.7
QSRatio										

ERROR MESSAGES

No errors to report.

Analyst: MPM rev CCC

Inter.: Lorenzo at I-55 Ramps E. int.

Agency: Benesch

Area Type: All other areas

Date: 9/16/2010

Jurisd: IDOT/Will County

Period: PM Peak

Year : 2030 Build-Out

Project ID: Lorenzo Road with Modified Parclo - 4 way

E/W St: Lorenzo Road

N/S St: I-55 Ramps

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	2	1	2	1	2	1	0	1	1	0
LGConfig	L	T	R	L	T	R	L	TR		L	TR	
Volume	12	102	1328	125	224	58	530	47	32	10	84	10
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	A				NB Left	A		
Thru		A			Thru		A	
Right		A			Right		A	
Peds					Peds			
WB Left	A				SB Left	A		
Thru		A			Thru		A	
Right		A			Right		A	
Peds					Peds			
NB Right					EB Right	A		
SB Right					WB Right			
Green	14.0	32.0	0.0			24.0	12.0	0.0
Yellow	3.0	4.0				3.0	4.0	
All Red	0.0	2.0				0.0	2.0	

Cycle Length: 100.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	241	1719	0.05	0.14	37.4	D		
T	1108	3462	0.10	0.32	23.9	C	23.2	C
R	1569	2530	0.89	0.62	23.0	C		
Westbound								
L	168	1203	0.79	0.14	63.0	E		
T	1060	3311	0.22	0.32	25.0	C	36.6	D
R	492	1538	0.12	0.32	24.2	C		
Northbound								
L	744	3102	0.75	0.24	39.5	D		
TR	191	1593	0.43	0.12	42.4	D	39.9	D
Southbound								
L	413	1719	0.03	0.24	29.1	C		
TR	213	1779	0.46	0.12	42.6	D	41.3	D

Intersection Delay = 30.0 (sec/veh) Intersection LOS = C

Phone:
E-Mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: MPM rev CCC
 Agency/Co.: Benesch
 Date Performed: 9/16/2010
 Analysis Time Period: PM Peak
 Intersection: Lorenzo at I-55 Ramps E. int.
 Area Type: All other areas
 Jurisdiction: IDOT/Will County
 Analysis Year: 2030 Build-Out
 Project ID: Lorenzo Road with Modified Parclo - 4 way
 E/W St: Lorenzo Road N/S St: I-55 Ramps

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	12	102	1328	125	224	58	530	47	32	10	84	10
% Heavy Veh	5	10	13	50	15	5	13	5	22	5	5	5
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PK 15 Vol	3	27	349	33	59	15	139	12	8	3	22	3
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	2000	1900	1900	2000	1900	1900	1900		1900	1900	
ParkExist												
NumPark												
No. Lanes	1	2	2	1	2	1	2	1	0	1	1	0
LGConfig	L	T	R	L	T	R	L	TR		L	TR	
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
RTOR Vol			0			0			0			0
Adj Flow	13	107	1398	132	236	61	558	83		11	99	
%InSharedLn												
Prop LTs		0.000			0.000			0.000			0.000	
Prop RTs		0.000	1.000		0.000	1.000		0.410			0.111	
Peds Bikes	0			0			0			0		
Buses	0	0	0	0	0	0	0	0		0	0	
%InProtPhase												
Duration	0.25											
Area Type: All other areas												

OPERATING PARAMETERS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Init Unmet	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Arriv. Type	3	3	3	3	3	3	3	3		3	3	
Unit Ext.	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
I Factor		1.000			1.000			1.000			1.000	
Lost Time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Ext of g	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Ped Min g		3.2			3.2			3.2			3.2	

PHASE DATA

Phase Combination 1				2	3	4	5	6	7	8
EB	Left	A					NB	Left	A	
	Thru			A				Thru		A
	Right			A				Right		A
	Peds							Peds		
WB	Left	A					SB	Left	A	
	Thru			A				Thru		A
	Right			A				Right		A
	Peds							Peds		
NB	Right						EB	Right	A	
SB	Right						WB	Right		
Green		14.0	32.0	0.0				24.0	12.0	0.0
Yellow		3.0	4.0					3.0	4.0	
All Red		0.0	2.0					0.0	2.0	

Cycle Length: 100.0 secs

VOLUME ADJUSTMENT AND SATURATION FLOW WORKSHEET

Volume Adjustment

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V	12	102	1328	125	224	58	530	47	32	10	84	10
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj flow	13	107	1398	132	236	61	558	49	34	11	88	11
No. Lanes	1	2	2	1	2	1	2	1	0	1	1	0
Lane group	L	T	R	L	T	R	L	TR		L	TR	
Adj flow	13	107	1398	132	236	61	558	83		11	99	
Prop LTs		0.000			0.000			0.000			0.000	
Prop RTs		0.000	1.000		0.000	1.000		0.410			0.111	

Saturation Flow Rate (see Exhibit 16-7 to determine the adjustment factors)

LG	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	TR		L	TR	
So	1900	2000	1900	1900	2000	1900	1900	1900		1900	1900	
Lanes	1	2	2	1	2	1	2	1	0	1	1	0
fW	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000		1.000	1.000	
fHV	0.952	0.909	0.885	0.667	0.870	0.952	0.885	0.893		0.952	0.952	
fG	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000		1.000	1.000	
fP	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000		1.000	1.000	
fBB	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000		1.000	1.000	
fA	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000		1.000	1.000	
fLU	1.000	0.952	0.885	1.000	0.952	1.000	0.971	1.000		1.000	1.000	
fRT		1.000	0.850		1.000	0.850		0.939			0.983	
fLT	0.950	1.000		0.950	1.000		0.950	1.000		0.950	1.000	
Sec.												
fLpb	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
fRpb		1.000	1.000		1.000	1.000		1.000			1.000	
S	1719	3462	2530	1203	3311	1538	3102	1593		1719	1779	
Sec.												

CAPACITY AND LOS WORKSHEET

Capacity Analysis and Lane Group Capacity

Appr/ Mvmt	Lane Group	Adj Flow Rate (v)	Adj Sat Flow Rate (s)	Flow Ratio (v/s)	Green Ratio (g/C)	--Lane Group-- Capacity (c)	v/c Ratio
Eastbound							
Prot							
Perm							
Left	L	13	1719	0.01	0.14	241	0.05
Prot							
Perm							
Thru	T	107	3462	0.03	0.32	1108	0.10
Right	R	1398	2530	# 0.55	0.62	1569	0.89
Westbound							
Prot							
Perm							
Left	L	132	1203	# 0.11	0.14	168	0.79
Prot							
Perm							
Thru	T	236	3311	0.07	0.32	1060	0.22
Right	R	61	1538	0.04	0.32	492	0.12
Northbound							
Prot							
Perm							
Left	L	558	3102	0.18	0.24	744	0.75
Prot							
Perm							
Thru	TR	83	1593	0.05	0.12	191	0.43
Right							
Southbound							
Prot							
Perm							
Left	L	11	1719	0.01	0.24	413	0.03
Prot							
Perm							
Thru	TR	99	1779	# 0.06	0.12	213	0.46
Right							

Sum of flow ratios for critical lane groups, $Y_c = \text{Sum (v/s)} = 0.72$

Total lost time per cycle, $L = 12.00 \text{ sec}$

Critical flow rate to capacity ratio, $X_c = (Y_c)(C)/(C-L) = 0.82$

Control Delay and LOS Determination

Appr/ Lane Grp	Ratios		Unf Del d1	Prog Adj Fact	Lane Grp Cap	Incremental Factor k	Res Del d2	Res Del d3	Lane Group		Approach	
	v/c	g/C							Delay	LOS	Delay	LOS
Eastbound												
L	0.05	0.14	37.3	1.000	241	0.11	0.1	0.0	37.4	D		
T	0.10	0.32	23.9	1.000	1108	0.11	0.0	0.0	23.9	C	23.2	C
R	0.89	0.62	16.1	1.000	1569	0.41	6.8	0.0	23.0	C		
Westbound												
L	0.79	0.14	41.6	1.000	168	0.33	21.4	0.0	63.0	E		
T	0.22	0.32	24.9	1.000	1060	0.11	0.1	0.0	25.0	C	36.6	D
R	0.12	0.32	24.1	1.000	492	0.11	0.1	0.0	24.2	C		
Northbound												
L	0.75	0.24	35.2	1.000	744	0.31	4.3	0.0	39.5	D		
TR	0.43	0.12	40.9	1.000	191	0.11	1.6	0.0	42.4	D	39.9	D
Southbound												
L	0.03	0.24	29.1	1.000	413	0.11	0.0	0.0	29.1	C		
TR	0.46	0.12	41.0	1.000	213	0.11	1.6	0.0	42.6	D	41.3	D

Intersection delay = 30.0 (sec/veh) Intersection LOS = C

SUPPLEMENTAL PERMITTED LT WORKSHEET

for exclusive lefts

Input

EB WB NB SB

Opposed by Single(S) or Multiple(M) lane approach

Cycle length, C 100.0 sec

Total actual green time for LT lane group, G (s)

Effective permitted green time for LT lane group, g(s)

Opposing effective green time, go (s)

Number of lanes in LT lane group, N

Number of lanes in opposing approach, No

Adjusted LT flow rate, VLT (veh/h)

Proportion of LT in LT lane group, PLT

Proportion of LT in opposing flow, PLTo

Adjusted opposing flow rate, Vo (veh/h)

Lost time for LT lane group, tL

Computation

LT volume per cycle, LTC=VLTC/3600

Opposing lane util. factor, fLUo 0.952 0.952 1.000 1.000

Opposing flow, Volc=VoC/[3600(No)fLUo] (veh/ln/cyc)

gf=G[exp(- a * (LTC ** b))]-tL, gf<=g

Opposing platoon ratio, Rpo (refer Exhibit 16-11)

Opposing Queue Ratio, qro=Max[1-Rpo(go/C),0]

gq, (see Exhibit C16-4,5,6,7,8)

gu=g-gq if gq>=gf, or = g-gf if gq<gf

n=Max(gq-gf)/2,0)

PTHo=1-PLTo

PL*=PLT[1+(N-1)g/(gf+gu/EL1+4.24)]

EL1 (refer to Exhibit C16-3)

EL2=Max((1-Ptho**n)/Plto, 1.0)

fmin=2(1+PL)/g or fmin=2(1+Pl)/g

gdifff=max(gq-gf,0)

fm=[gf/g]+[gu/g]/[1+PL(EL1-1)], (min=fmin;max=1.00)

flt=fm=[gf/g]+[gu/g]/[1+PL(EL1-1)]+[gdifff/g]/[1+PL(EL2-1)], (fmin<=fm<=1.00)

or flt=[fm+0.91(N-1)]/N**

Left-turn adjustment, fLT

For special case of single-lane approach opposed by multilane approach,
see text.

* If Pl>=1 for shared left-turn lanes with N>1, then assume de-facto
left-turn lane and redo calculations.

** For permitted left-turns with multiple exclusive left-turn lanes, flt=fm.

For special case of multilane approach opposed by single-lane approach
or when gf>gq, see text.

SUPPLEMENTAL PERMITTED LT WORKSHEET

for shared lefts

Input

EB WB NB SB

Opposed by Single(S) or Multiple(M) lane approach

Cycle length, C 100.0 sec

Total actual green time for LT lane group, G (s)

Effective permitted green time for LT lane group, g(s)

Opposing effective green time, go (s)

Number of lanes in LT lane group, N

Number of lanes in opposing approach, No
 Adjusted LT flow rate, VLT (veh/h)
 Proportion of LT in LT lane group, PLT 0.000 0.000 0.000 0.000
 Proportion of LT in opposing flow, PLTo
 Adjusted opposing flow rate, Vo (veh/h)
 Lost time for LT lane group, tL
 Computation
 LT volume per cycle, LTC=VLTC/3600
 Opposing lane util. factor, fLUo 0.952 0.952 1.000 1.000
 Opposing flow, Volc=VoC/[3600(No)fLUo] (veh/ln/cyc)
 $gf = G[\exp(-a * (LTC ** b))] - tL$, $gf \leq g$
 Opposing platoon ratio, Rpo (refer Exhibit 16-11)
 Opposing Queue Ratio, gro=Max[1-Rpo(go/C),0]
 gq, (see Exhibit C16-4,5,6,7,8)
 $gu = g - gq$ if $gq \geq gf$, or $= g - gf$ if $gq < gf$
 $n = \text{Max}(gq - gf) / 2, 0$
 $PTHo = 1 - PLTo$
 $PL* = PLT[1 + (N-1)g / (gf + gu / EL1 + 4.24)]$
 EL1 (refer to Exhibit C16-3)
 $EL2 = \text{Max}((1 - Ptho ** n) / Plto, 1.0)$
 $fmin = 2(1 + PL) / g$ or $fmin = 2(1 + Pl) / g$
 $gdifff = \text{max}(gq - gf, 0)$
 $fm = [gf/g] + [gu/g] / [1 + PL(EL1 - 1)]$, (min=fmin;max=1.00)
 $flt = fm = [gf/g] + [gu/g] / [1 + PL(EL1 - 1)] + [gdifff/g] / [1 + PL(EL2 - 1)]$, (fmin<=fm<=1.00)
 or $flt = [fm + 0.91(N-1)] / N **$
 Left-turn adjustment, fLT

For special case of single-lane approach opposed by multilane approach,
 see text.
 * If $Pl > 1$ for shared left-turn lanes with $N > 1$, then assume de-facto
 left-turn lane and redo calculations.
 ** For permitted left-turns with multiple exclusive left-turn lanes, $flt = fm$.
 For special case of multilane approach opposed by single-lane approach
 or when $gf > gq$, see text.

_____SUPPLEMENTAL PEDESTRIAN-BICYCLE EFFECTS WORKSHEET_____

Permitted Left Turns

	EB	WB	NB	SB
Effective pedestrian green time, gp (s)				
Conflicting pedestrian volume, Vped (p/h)				
Pedestrian flow rate, Vpedg (p/h)				
OCCpedg				
Opposing queue clearing green, gq (s)				
Eff. ped. green consumed by opp. veh. queue, gq/gp				
OCCpedu				
Opposing flow rate, Vo (veh/h)				
OCCr				
Number of cross-street receiving lanes, Nrec				
Number of turning lanes, Nturn				
ApbT				
Proportion of left turns, PLT				
Proportion of left turns using protected phase, PLTA				
Left-turn adjustment, fLpb				
Permitted Right Turns				
Effective pedestrian green time, gp (s)				
Conflicting pedestrian volume, Vped (p/h)				
Conflicting bicycle volume, Vbic (bicycles/h)				
Vpedg				
OCCpedg				
Effective green, g (s)				
Vbicg				

OCCbicg
 OCCr
 Number of cross-street receiving lanes, Nrec
 Number of turning lanes, Nturn
 ApbT
 Proportion right-turns, PRT
 Proportion right-turns using protected phase, PRTA
 Right turn adjustment, fRpb

-----SUPPLEMENTAL UNIFORM DELAY WORKSHEET-----

EBLT WBLT NBLT SBLT

Cycle length, C 100.0 sec
 Adj. LT vol from Vol Adjustment Worksheet, v
 v/c ratio from Capacity Worksheet, X
 Protected phase effective green interval, g (s)
 Opposing queue effective green interval, gq
 Unopposed green interval, gu
 Red time $r=(C-g-gq-gu)$
 Arrival rate, $qa=v/(3600(\max[X,1.0]))$
 Protected ph. departure rate, $Sp=s/3600$
 Permitted ph. departure rate, $Ss=s(gq+gu)/(gu*3600)$
 XPerm
 XProt
 Case
 Queue at beginning of green arrow, Qa
 Queue at beginning of unsaturated green, Qu
 Residual queue, Qr
 Uniform Delay, d1

-----DELAY/LOS WORKSHEET WITH INITIAL QUEUE-----

Appr/ Lane Group	Initial	Dur.	Uniform Delay		Initial	Final	Initial	Lane
	Unmet Demand Q veh	Unmet Demand t hrs.	Unadj. ds	Adj. d1 sec	Queue Param. u	Unmet Demand Q veh	Queue Delay d3 sec	Group Delay d sec
Eastbound								
L	0.0	0.00	43.0	37.3	0.00	0.0	0.0	37.4
T	0.0	0.00	34.0	23.9	0.00	0.0	0.0	23.9
R	0.0	0.00	19.0	16.1	0.00	0.0	0.0	23.0
Westbound								
L	0.0	0.00	43.0	41.6	0.00	0.0	0.0	63.0
T	0.0	0.00	34.0	24.9	0.00	0.0	0.0	25.0
R	0.0	0.00	34.0	24.1	0.00	0.0	0.0	24.2
Northbound								
L	0.0	0.00	38.0	35.2	0.00	0.0	0.0	39.5
TR	0.0	0.00	44.0	40.9	0.00	0.0	0.0	42.4
	0.0						0.0	
Southbound								
L	0.0	0.00	38.0	29.1	0.00	0.0	0.0	29.1
TR	0.0	0.00	44.0	41.0	0.00	0.0	0.0	42.6
	0.0						0.0	

Intersection Delay 30.0 sec/veh Intersection LOS C

-----BACK OF QUEUE WORKSHEET-----

	Eastbound			Westbound			Northbound		Southbound	
LaneGroup	L	T	R	L	T	R	L	TR	L	TR
Init Queue	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Flow Rate	13	56	789	132	123	61	287	83	11	99
So	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900
No.Lanes	1	2	2	1	2	1	2	1 0	1	1 0
SL	1719	1818	1429	1203	1738	1538	1597	1593	1719	1779
LnCapacity	241	581	886	168	556	492	383	191	413	213
Flow Ratio	0.0	0.0	0.6	0.1	0.1	0.0	0.2	0.1	0.0	0.1
v/c Ratio	0.05	0.10	0.89	0.79	0.22	0.12	0.75	0.43	0.03	0.46
Grn Ratio	0.14	0.32	0.62	0.14	0.32	0.32	0.24	0.12	0.24	0.12
I Factor		1.000			1.000			1.000		1.000
AT or PVG	3	3	3	3	3	3	3	3	3	3
Pltn Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF2	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1	0.3	1.1	18.6	3.5	2.5	1.2	7.4	2.1	0.2	2.6
kB	0.3	0.5	0.7	0.3	0.5	0.5	0.4	0.3	0.4	0.3
Q2	0.0	0.1	4.1	0.8	0.1	0.1	1.1	0.2	0.0	0.2
Q Average	0.3	1.1	22.7	4.3	2.6	1.3	8.5	2.3	0.2	2.8
Q Spacing	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0
Q Storage	0	0	0	0	0	0	0	0	0	0
Q S Ratio										
70th Percentile Output:										
fB%	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
BOQ	0.4	1.4	26.3	5.2	3.2	1.5	10.1	2.8	0.3	3.4
QSRatio										
85th Percentile Output:										
fB%	1.6	1.6	1.4	1.6	1.6	1.6	1.5	1.6	1.6	1.6
BOQ	0.5	1.8	32.8	6.8	4.2	2.0	13.0	3.7	0.4	4.4
QSRatio										
90th Percentile Output:										
fB%	1.8	1.8	1.5	1.7	1.8	1.8	1.7	1.8	1.8	1.7
BOQ	0.6	2.0	34.8	7.5	4.6	2.3	14.1	4.1	0.4	4.9
QSRatio										
95th Percentile Output:										
fB%	2.1	2.1	1.7	2.0	2.0	2.1	1.9	2.0	2.1	2.0
BOQ	0.7	2.4	38.0	8.5	5.3	2.6	16.0	4.8	0.5	5.7
QSRatio										
98th Percentile Output:										
fB%	2.7	2.6	1.9	2.4	2.5	2.6	2.2	2.5	2.7	2.5
BOQ	0.9	3.0	42.6	10.5	6.7	3.3	18.9	5.9	0.7	7.0
QSRatio										

ERROR MESSAGES

No errors to report.



COUNTY OF WILL

WILL COUNTY OFFICE BUILDING • 302 NORTH CHICAGO STREET • JOLIET, ILLINOIS 60432

James Moustis

Will County Board Chairman

Lawrence M. Walsh

Will County Executive

October 28, 2010

Illinois Department of Transportation

Attn: Ms. Diane M. O'Keefe, P.E.

Deputy Director of Highways,

Region One Engineer

201 West Center Court

Schaumburg, IL 60196-1096

Dear Ms. O'Keefe,

Subject: County Highway 80
Lorenzo Road
I-55 @ Lorenzo & IL Route 129
Alternate C-5

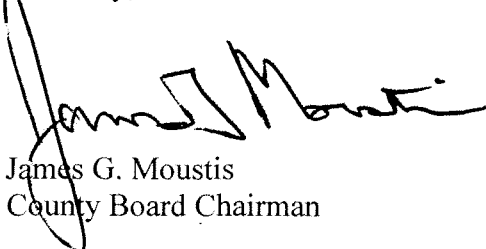
The County of Will appreciates the efforts of IDOT and its Consultant in continuing the evaluation of the redesign of the I-55 @ Lorenzo Road interchange. The most recent alternative (C-5), submitted to the County on September 24, 2010, for review, addresses concerns which staff has commented on in the previous correspondence.

With the new alternative resolving the issues of keeping the Lorenzo Road interchange open, and allowing traffic not associated with the RidgePort Development to flow without driving through the facility, the County can support this design.

If there are any other issues concerning this project, please contact the office of Mr. Bruce D. Gould, P.E., County Engineer.

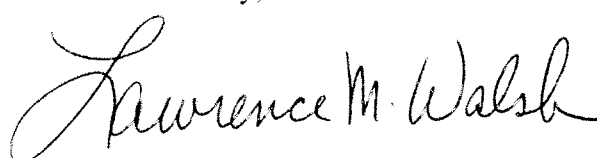
Thank you for your continued support of Will County.

Sincerely,



James G. Moustis
County Board Chairman

Sincerely,



Lawrence M. Walsh
County Executive



VILLAGE OF DIAMOND

1750 E. Division • DIAMOND, ILLINOIS 60416
(815) 634-8149 • FAX: (815) 634-3149

April 26, 2011

Illinois Department of Transportation
Bureau of Programming
201 W. Center Court
Schaumburg, Illinois 60196-1096

Attn: Mr. Mir Mustafa, P.E.

Dear Mr. Mustafa:

I recently attended the IDOT Public Meeting #3 for the proposed improvement of Interstate Route 55 at Lorenzo Road and Illinois Route 129 in Will County. The Village of Diamond appreciates being kept informed during this portion of the design and selection process.

The Village of Diamond is very pleased with your new Alternative C-5 and supports its selection and ultimate construction.

Sincerely,


Teresa Kernc
Mayor



Illinois Department of Transportation

Memorandum

To: Diane M. O'Keefe Attn: Peter E. Harmet
From: Scott E. Stitt By: Thomas C. Brooks
Subject: Biological Resources Review
Date: April 27, 2011

Thomas C. Brooks

FAI-55 (I-55) Addendum A
Job No. P-91-190-97 (Seq. 14011A)
@ Lorenzo Road and IL 129
Unincorporated Will County
Will County

Introduction

The proposed project involves Addendum A to expand the study area east and west of I-55 to encompass a potential new arterial road connecting the improved IL 129 interchange to existing Lorenzo Road west of I-55 and an additional frontage road east of I-55. An unknown acreage of additional right of way will be required.

The proposed project is being processed as an Environmental Assessment. Based on the information your office has provided regarding the scope of work, a discussion of relevant biological resources is provided.

Endangered and Threatened Species

The U.S. Fish and Wildlife Service Region 3 list of threatened or endangered species in Illinois (<http://www.fws.gov/midwest/endangered/lists/illinois-cty.html>) lists Hine's emerald dragonfly and its Critical Habitat (*Somatochlora hineana*), Eastern prairie fringed orchid (*Platanthera leucophaea*), Lakeside daisy (*Hymenoxys herbacea*), Leafy prairie clover (*Dalea foliosa*) and Mead's milkweed (*Asclepias meadii*), and proposed endangered sheepsnose mussel (*Plethobasus cyphus*) and snuffbox mussel (*Epioblasma triquetra*) as occurring in Will County.

Hine's emerald dragonfly requires spring fed wetlands, wet meadows, and marshes. There is no such habitat in the project area. The Hine's emerald dragonfly critical habitat areas in Will County are in other areas than the project area.

The federally threatened and Illinois endangered Eastern prairie fringed orchid (*Platanthera leucophaea*) (EPFO) is a plant of open-canopied mesic to wet

prairies and wetlands. A survey for the Eastern prairie fringed orchid was conducted in 2010. Results are discussed below.

Mead's milkweed requires late successional tallgrass prairie, tallgrass prairie converted to hay meadow, and glades or barrens with thin soil. Such habitat does not occur in the project area.

Leafy prairie clover requires prairie remnants on thin soil over limestone. Such habitat does not occur in the project area.

The sheepnose mussel requires shallow areas in larger rivers and streams. There will be no instream work for Addendum A, but there is potential for instream work for the original project in the Kankakee River. INHS conducted a mussel survey August 7, 2008, for the original project in the Kankakee River. Relict shells of the sheepnose mussel were found, indicating its past but not current presence at that site.

The snuffbox mussel requires small to medium-sized creeks and some larger rivers, in areas with a swift current. There will be no instream work for Addendum A, but there is potential for instream work for the original project in the Kankakee River. No snuffbox mussel shells were found in the 2008 INHS mussel survey of the Kankakee River.

Based on the information provided, this office has concluded that there will be no effect to any federal threatened and endangered species. The EPFO is discussed below.

The Illinois Endangered Species Protection Board lists a number of species as occurring in Will and adjacent counties. This office has concluded that there is no suitable habitat for any of these species in the project area, except as discussed below. The IDNR Natural Heritage Database has no records of listed species, natural areas or nature preserves within the Addendum A project corridor (IDNR EcoCAT Response letter dated September 18, 2009 for Addendum A with IDNR consultation still open for the original project). In accordance with the 2011 Memorandum of Understanding by and between IDNR and IDOT, consultation is terminated for Addendum A.

Botanical Survey

INHS conducted a botanical survey June 9-11, 24-25, 30, and July 1, 2010 in the Addendum A project area, searching for listed species but in particular for Eastern prairie fringed orchid (*Platanthera leucophaea*) (EPFO). The search was conducted in accordance with USFWS guidance for determining presence of EPFO in the six collar counties of the Chicago area. In addition, the INHS wetland botanist who conducted the wetland delineations for this project was consulted for potential sample sites, as well as Ms. Cathy Pollack of USFWS for her approval of survey timing. USFWS criteria state that wetlands with FQI of 20 and greater and/or mean C of 3.5 and greater and 4 or more associates present with 3 or fewer of those associates with coefficient of conservatism 0 or 1 should be surveyed during the EPFO bloom period of June 28-July 11 on three non-consecutive dates. Wetlands with those criteria were surveyed, as well as sites

with fewer than 4 EPFO associates and regardless of how many of those associates had a coefficient of conservatism of 0 or 1. Thus, the EPFO search criteria used were broader than required by USFWS. No listed species were found. This office therefore concludes absence of EPFO in the Addendum A project area.

Wetlands

INHS conducted wetland delineations May 10-11, June 1, 2, and 17, and September 17, 2010 in the Addendum A project area. The following Wetland Sites are considered jurisdictional wetlands: 4A, 5A, 6A, 7A, 9A, and 15A. The following sites are not wetlands: Sites 1, 2, 3, 11, 12, 13, 24, 32, 48, and 51. The following sites are considered isolated wetlands: Sites 8A, 10A, 14A, 16A-23A, 25A-31A, 33A-47A, 49A, 50A, and 52A-56A. Of the latter, the following isolated wetlands have FQIs 20 or more and possibly mean C 3.5 or more: 19A (FQI 20.8, mean C 3.7), 36A (FQI 24.1), 38A (FQI 20.0, mean C 3.9), 40A (FQI 21.4, mean C 3.5), 42A (FQI 24.5), 45A (FQI 23.6). If any of those wetlands are impacted, the mitigation ratio would be 5.5:1.0. Wetland Sites 17A and 56A, if impacted, may require IEPA Case-specific Water Quality Certification due to certain plant species found in those wetlands. Site 17A contains *Carya cordiformis* (bitternut hickory) and Site 56A contains that species as well as *Quercus macrocarpa* (burr oak).

In accordance with Section V of the IDOT Wetlands Action Plan, wetland impacts are to be avoided, minimized and then mitigated. For unavoidable impacts, please fill out the Wetland Impact Evaluation Form (WIE Tab in the Wetland Form of the Project Monitoring Database) and submit the form to this office.

Streams

The Addendum A project area does not cross the Kankakee River. However, the original project area may require instream work in the Kankakee River, as noted in the Biological Resources Review dated April 2, 2009, for the original project. IDNR consultation is still open for the original project because of the instream work uncertainty per their letter dated April 13, 2009.

Tree Removal

Project construction will involve the removal of an unknown quantity of trees. Trees should be replaced in accordance with Departmental Policy D&E-18.

Coordination

By copy of this memorandum, IDNR is being notified of this project. Their mitigation recommendations and our recommendations for further coordination will be forwarded to your office upon receipt of a response.

Conclusion

Project development may proceed with no additional Biological Resources Review unless (a) the scope of work is changed or otherwise different from that

D. O'Keefe
April 27, 2011
Page 4 of 4

described to us, (b) IDNR coordination response requires further coordination, or
(c) otherwise notified by this office.

Attachments

cc: Steve Hamer (IDNR)

SDH

May 6, 2011

Stephen A. Rustman
County Executive Director
Will-South Cook County Farm Service Agency
1201 Gouger Road
New Lennox, Illinois 60451-9748

**Re: Interstate 55 Lorenzo Road to Coal City Road Environmental Assessment
Wilmington Township, Will County, Illinois
Freedom of Information Act (FOIA) Request**

Dear Mr. Rustman:

The Illinois Department of Transportation (IDOT), in cooperation with the Federal Highway Administration (FHWA), is in the process of evaluating agricultural impacts for the Interstate 55 (I-55) Lorenzo Road to Coal City Road Environmental Assessment (EA). The purpose of the study is to identify a transportation improvement that will address operational and safety deficiencies with respect to access to and from I-55 between Coal City Road (IL 113) and Lorenzo Road (County Highway 80).

The IDOT has requested permission for their consultant, Huff & Huff, Inc. (H&H), to review the U.S. Department of Agriculture Farm Service Agency (FSA) aerial photography that delineates farm operation and ownership boundaries within the areas identified on the attached exhibit (Exhibit 1) in Wilmington Township, Will County, Illinois.

It is our understanding that this information may be available digitally as Common Land Units (CLUs). Inspection of the printed CLUs in the individual FSA county offices as well as off-site reproduction of the 24-inch by 24-inch aerial photography will be required, if it is not available in a digital format. The 24-inch by 24-inch FSA maps depict farm, farm tract, and farm field boundaries (CLU shape file) using the National Agricultural Imagery Program (NAIP) imagery.

The information provided by the aerial photography will assist in alternative and impact analysis, which will support the preparation of the EA. Agricultural impact analysis is a component of the preliminary engineering and environmental planning phases for the proposed EA.

Please let this letter serve as a formal request for access to the above data. The contact person at IDOT is Ojas Patel, who may be contacted at (847) 705-4084. Lailah Reich, from H&H, will contact the Will-South Cook FSA office to make an appointment to view the data in your office if the data are not available in a digital format.

This information will be helpful in describing agricultural operations in the project area and assessing potential impacts resulting from the proposed project. Thank you for your cooperation in this matter. Please contact me by phone (217) 492-4625 or by email at matt.fuller@dot.gov if you have any questions.

Sincerely,

Matt Fuller
Environmental Programs Engineer, FHWA

For: Norman R. Stoner, P.E.,
Division Administrator

cc: Ryan Thady, Alfred, Benesch & Company
John Baczek, Illinois Department of Transportation, District 1
Ojas Patel, Illinois Department of Transportation, District 1
Linda Huff, Huff & Huff, Inc.

R:\Benesch\I-55 at Lorenzo Road\EA Report\Agriculture\USDA.FSA FOIA.doc

Meeting Minutes

Benesch Project No.: 3920
Current Date: September 24, 2007
Date of Meeting: September 20, 2007
Time of Meeting: 10:00 a.m.
Meeting Location: IDOT District One
Regarding: Initial Stakeholder Involvement
I-55 from Coal City Road to River Road
Including the interchanges at Lorenzo Road and IL 129
Participants: See Attached Attendance Roster

General

The purpose of the meeting was to initiate a working relationship between the key stakeholders for both the IDOT and Ridgeport Logistics Center projects. The goal of the meeting was to outline the timelines and needs for both projects so that they can proceed in an efficient manner.

The meeting opened with a self introduction of the attendees and their role and/or affiliation with the projects. Benesch then proceeded with a general introduction to the IDOT project and provided a brief overview of the timeline for the development of the IDOT Phase I project. At this point the meeting was turned over to Kyle Schuhmacher of Ridge Property Trust to give the overview for the Ridge Port Logistics Center project.

Ridgeport Information

Mr. Schuhmacher opened the meeting by stating that the information disclosed at the meeting regarding the BNSF property and property acquisition in general should be considered confidential. Ridge Property Trust and BNSF have partnered to create a state-of-the-art multimodal business park. The logistic center currently owns 1,200 acres and anticipates closing on an additional 450 acres in the next 6 to 12 months. The ultimate build-out, including the BNSF property, could total 3,000 acres. Information regarding the site can be found on the following website:
www.RidgePortLogisticsCenter.com.

The first building for the logistics center is scheduled to begin construction in the Spring of 2008. The building is planned to be a 1 million square foot Class A Masonry/Concrete facility. The developer is currently investigating annexation/zoning with the City of Wilmington and remains optimistic that this will occur. The development has completed all of the necessary environmental reports including wetlands. It was indicated that these reports can be provided to IDOT and Benesch for their use. A meeting is scheduled the week of 9/24/2007 to meet with the Army Corp of Engineering regarding the future of the major drainage swale running through the property.

Traffic Impact Report

The next item on the agenda was a discussion of the Ridgeport Logistics Center – Phase I Traffic Impact Analysis Report. It was noted that Will County requires a 20 year design, but that only a 5-year analysis had been provided at this time. The intent was to identify the needed capacity improvements for the initial build out stage for the project. However, IDOT requested a full build out plan with projected annual or milestone traffic through 2030 be provided for use in developing the recommendations for interchange improvements. The developer noted that a 2030 analysis has been performed for the Logistics Center, and the results of this analysis show that the Lorenzo Road interchange by itself cannot handle the volumes of traffic. The developer indicated that they have anticipated a second point of ingress along I-55, potentially near the existing IL-129 interchange. With this in mind, the development is planned to develop from north to south given the unknown feature of a potential southern access point with I-55 at this time. Further, it was indicated that the current plan does not require the use of the existing frontage road along I-55.

Public Involvement Plan

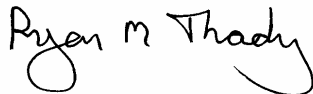
Ms. McGovern of Alfred Benesch and Company outlined how the project team intended to use the Context Sensitive Approach in the development of the IDOT project. A project website will soon be on line, and periodic meetings with stakeholders will be held to help maintain the project pace. It was indicated that the IDOT project team intends to work closely with the key stakeholders during the development of the Phase I Report. Mr. Schuhmacher indicated that he was open to the concept and authorized the team to contact him and his associates to obtain any necessary information for the development of the design report.

Action Items

- **RidgePort to provide timeline for build-out**
- **Benesch to prepare request for information**
- **Metro Transportation to provide 2030 traffic projections**
- **Jacob & Hefner Associates to provide survey and engineering data upon request.**

The above constitutes my understanding of the issues discussed and the conclusions reached. If there are any misunderstandings or omissions, please contact the undersigned as soon as possible.

Respectfully submitted,



Ryan M. Thady, P.E.
Project Manager

RMT:lag

cc: all in attendance

ATTENDANCE ROSTER

BUREAU OF PROGRAMMING

PROJECT/TOPIC: I-55 / LORENZO RD / INTERMODAL YARD.

DATE: SEPT. 20, 2007

TIME: 10 AM

LOCATION: IST #1

ROOM: EKEG

	NAME (Please Print)	REPRESENTING	PHONE NUMBER
1	MIR MUSTAFA	IDOT - PMG.	(847) 705-4477
2	BRUCE COULD	WILL COUNTY HAV.	(815) 727-8476
3	JEFF RONALDSON	WCDH	(815) 727-8476
4	Sara Disnelly	Metro Transportation	(430) 213-1000
5	Jennifer Mitchell	" "	(430) 213-1000
6	Sudad Mahmoud	IDOT - Permits	(847) 705-4145
7	Kyle Schuhmacher	Ridge Property Trust	(847) 924-0485
8	JASON SALLEY	IDOT - PROGRAMMING	(847) 705-4085
9	JOHN BAUER	IDOT - PROGRAMMING	(847) 705-4125
10	PATRICK RUTSON	IDOT - P&ES - CSU	(847) 705-4186
11	Mary Ahern	Alfred Benesch & Co.	(312) 565-0450
12	Laura McGovern	Benesch	(312) 819-8228
13	Brian Thady	Benesch	(312) 565-0450
14	CARLOS J. JIMENEZ	IDOT - Proj. STUDIES - CSU	(847) 705-4676
15	SAM MEAD	IDOT - ENVIRONMENTAL	(847) 705-4101
16	TASON SNYDER	Tacuboffelner Assoc.	(309) 757-1900
17			()
18			()
19			()
20			()

Meeting Minutes

alfred benesch & company

Project No.: P-91-190-07
Date of Meeting: August 25, 2008
Time of Meeting: 11:00 a.m.
Meeting Location: Will County Highway Department

Regarding: I-55 at Lorenzo Road and at IL Rte. 129

Participants: An attendance roster is attached.

General

This meeting was held to provide Will County with an update to the I-55 Phase I Study from IL Rte. 113 to the Kankakee River Bridge. The following is our understanding of the discussion that took place:

1. Update to Ridgeport Logistics 2030 Traffic Projections

- a. Basis for Trip Generation – The Ridgeport Logistics center and BNSF Intermodal consists of three primary land uses.
 - i. Commercial – Anticipated to consist of hotel, fast food and auto service
 - ii. Warehousing – Consisting of 22 million Square Feet of high cube/light industrial
 - iii. Intermodal – 2.25 million lifts per year anticipated

It was also discussed that it is assumed that the development is assumed that the development is the primary future traffic generator with a more modest 0.3% growth factor being applied to the existing background traffic. This assumption is currently under review by IDOT.

- b. Trip Distribution Assumptions – The trip distribution assumptions are based on the Ridgeport Logistics Center 2030 Traffic Projections Updated August 19, 2008. The following table summarizes the assumed trip distribution:

Vehicle Trip Distribution		
Traveling to/From the...	Passenger Cars	Trucks
North Via I-55	40%	55%
South Via I-55	20%	25%
West Via Lorenzo Road	30%	10%
East Via IL Rte 129	10%	10%
Total	100%	100%

- c. Preliminary Site Plan and Routing Assumptions – A preliminary site plan for the development was presented for the purpose of understanding the routing assumptions. It was discussed that 50% of the warehousing and 100% of the commercial traffic anticipated to be generated by the site was assumed to utilize the north (Lorenzo Road) interchange alternates. The remaining 50% of the warehousing and 100% of the intermodal traffic anticipated to be generated by the site was assumed to utilize the south (IL Rte 129) interchange alternates.
- d. Impact to Local Roads –
- It was discussed that the project could potentially impact the IL Rte 129/Stripmine Road Intersection. Geometric and traffic impacts could require improvements to the current stop control intersection. Will County raised concerns regarding the existing pavement composition of Stripmine Road indicating that it could not withstand a substantial increase in truck traffic.
 - The 2030 traffic projections for Lorenzo Road west of the BNSF indicate that the current roadway will be near or overcapacity. Will County indicated that it was their understanding that Grundy County had plans for replacement of a structure on Pine Bluff Road. It was indicated that it would be beneficial to contact Grundy County to discuss the potential impacts to their facilities.
 - Will County indicated that they had concerns regarding the percentage of trucks eastbound from the development which would utilize existing county roads. They indicated that Kankakee County had contacted them regarding the increase in truck that they have been experiencing from Arsenal Road intermodal facilities.

2. Alternatives Being Considered to be Carried Forward – Benesch presented that alternatives that are currently being considered to be carried forward.

- a. The No-Build Alternative with the planned development would result in a breakdown of the current Lorenzo Road interchange. Based on the planned build out of the Rigidport Logistics Center it is anticipated that the interchange would be at capacity when approximately 25% of planned development is completed. This is anticipated to occur in approximately 2012.
- b. One of the alternatives being consider is to provide a free flow interchange at the intersection of IL Rte 129 removing the current Lorenzo Road interchange. It was discussed how this alternative would impact he current business and existing traffic utilizing Lorenzo Road.
- c. The next alternative being considered is a free flow interchange at IL Rte 129 with the current Lorenzo Road interchange. The concern with this alternative is whether or not the proposed development could or should utilized the existing Lorenzo Road Interchange. Will County indicated that it was their understanding from the developer that the development traffic would utilize the existing Lorenzo Interchange only until such time as the new south interchange is completed.
- d. It was presented that a free flow interchange at IL Rte 129 combined with a modified trumpet at Lorenzo Road realigned to the south provided the greatest capacity of all of the alternatives being considered to be carried forward.

The meeting then concluded with general discussion of the alternatives and anticipated traffic impacts to the local roadway network. Will County expressed concerns regarding the increase of truck traffic to their local roadway network which does not have the pavement structure to accommodate the heavy loads. They also expressed concerns regarding impacts to the local roadway network of neighboring counties. It was indicated by IDOT that this was the first of many meeting to come regarding the development.

Action Items

- IDOT/Benesch to coordinate for a meeting with Grundy County

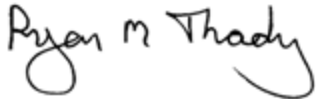
Meeting Minutes

9/2/08

Page 4

The above constitutes my understanding of the issues discussed and the conclusions reached. If there are any misunderstandings or omissions, please contact the undersigned as soon as possible.

Respectfully submitted,

A handwritten signature in black ink that reads "Ryan M Thady". The signature is written in a cursive, slightly slanted style.

Ryan M. Thady
Project Manager

RMT:rmt

cc: all in attendance

ATTENDANCE ROSTER BUREAU OF PROGRAMMING

Project / Topic: I-55 and Lorenzo

Date: 08/25/08

Time: 11:00 AM - 12:05 PM

Location: Will County Department of Highways

Room: Conference Room

	Name (Please Print)	Representing	Phone Number	Email Address
1	Jessica Feliciano	IDOT/P&ES	(847) 705-4096	jessica.feliciano@illinois.gov
2	MIR MUSTAFA	- -	- - 4477	
3	George Catalano	WCHD	815-727-8476	gcatalano@willcountyillinois.com
4	Ryan Thady	Benesch	312-565-0450	rthady@benesch.com
5	Laura McGovern	Benesch	312-819-8228	lmcgovern@benesch.com
6	Christina Kupkowski	WCHD	815-727-8476	ckupkowski@willcountyillinois.com
7	OJAS PATEL	IDOT	847-705-4679	ojas.patel@illinois.gov
8	BRUCE GOULD	WCHD	815-727-8476	bruce@willcountyillinois.com
9	SHELDON LATZ	WCHD	815-727-8476	slatz@willcountyillinois.com
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Conference Call Minutes

Date: December 23, 2008

Project Name: RidgePort Logistics

IDOT Project Name: I-55 Study: Coal City Road to River Road

Attendees:	IDOT:	Mir Mustafa - Project Manager
		Ojas Patel – Project Engineer
	Benesch:	Laura McGovern
		Ryan Thady
	Ridge:	Kyle Schumacher
	Traffic Consultant:	Jennifer Mitchell
	Wilmington:	Roy Strong – Mayor
		David Silverman – Village Attorney
		Rod Tunelli – Village Planner

The purpose of the conference call was to enable the City of Wilmington to be brought up to speed on the process of the project and to ask any follow-up questions.

Laure McGovern began by reviewing the project status. The project is following the NEPA 404 Merger process. This is an environmental project review process required to be completed in order to obtain federal funds. The NEPA 404 Merger process allows all environmental resources agencies (Army Corps of Engineers, USEPA, US Fish and Wildlife, etc.) the opportunity to identify impact or lack of impact upon their resources as a result of the proposed project. The first step of the process is to gain concurrence on the Purpose and Need statement. The statement is the basis of why the project will be studied. The Purpose and Need statement is to be presented to the resource agencies in February. Due to prior coordination and discussions regarding the purpose and need with the agencies, it is anticipated that the statement will be approved.

Upon approval of the Purpose and Need statement, the next step will be for improvement alternatives to be studied. The alternatives are to address the need identified in the Purpose and Need statement. The I-55 Study does not just evaluate the IL 129 interchange, it looks at a corridor from River Road to Coal City Road. As such, if improvements are identified at interchanges other than IL 129, they would be address through this project.

Benesch indicated that it appears at this time, that improvements will mainly be needed at an upgraded full interchange at IL 129 with respect to IDOT's study. Any improvements that may be needed to support the traffic for the RidgePort Logistics development at Lorenzo Road until the IL 129 interchange can be upgraded, will be coordinated with IDOT and Benesch to ensure there will not be conflict with future improvements as determined by the I-55 Study.

The City of Wilmington questioned the funding for the project. Who is to pay for the improvements? IDOT indicated that it is in the current five-year program at this time. The funding is targeted as Federal. Matching funds or other fund sources will be determined at the time in which costs are clearly determined. Local funds will not be requested for participation, unless the municipality requests a scope above and beyond that identified in the I-55 Study. How is it that funds that will not be asked for can be determined, yet the necessary funds to pay for the project can not be determined. Benesch indicated that the Access Control, similar to a right of way line, along the interstate sets the limits in which Federal funds can be utilized. Any work within the Access Control is federally eligible.

The City of Wilmington questioned the improvements that are needed at Lorenzo Road to support the RidgePort Logistics project prior to an IL 129 upgrade. Benesch replied that maintenance of traffic plans will be evaluated to ensure traffic flows. Benesch also commented that IDOT is aware of the impact that traffic back-ups would have on I-55 and thus a basis of the need for this project. And as such, this I-55 study has been commissioned.

The above summation is our interpretation of the items discussed and conclusions reached at the referenced meeting. If any additions and/or modifications to these minutes are required, please provide these requests in written within 10 business days. Otherwise, the meeting minutes, as described herein will remain as written.

Meeting Minutes

Date: February 17, 2009

Location: IDOT District One – Schaumburg, IL

Attendees: John Baczek – IDOT Project Studies
Ojas Patel – IDOT Programming
Mir Mustafa – IDOT Programming
Ryan Thady – Benesch
Kyle Schumacher – Ridge Property Trust
Jennifer Mitchell – Traffic Consultant
Jason Snyder – Jacob and Hefner
George Catalano – Will County Highway Department
Jeff Ronaldson – Will County Highway Department
Craig Cassem – Grundy County Highway Department
Mike Perry – Chamlin & Assoc. Representing Diamond
Eric Pitcher – BNSF Railway

SUMMARY:

This meeting was held to discuss a roadway alignment alternative as it pertains to regional continuity from the west side of the proposed full interchange at IL 129.

Ryan Thady provided an update regarding FHWA/NEPA processing.

The Purpose and Need statement addresses two issues:

- 1) The existing operational and safety at the existing IL 129 interchange
- 2) Capacity of the entrance and exit ramps at the Lorenzo Road interchange.

The Purpose and Need statement is in the process of being approved. With the understanding of approval in the near term, the next step is to submit the Alternatives Analysis. This report is due on February 23rd.

The report reviews various alternatives to address the purpose and need. The alternatives include options to:

- Improve capacity/geometry of Lorenzo Road with the previously planned improvements to the IL 129 interchange (access only to east);

- Improve IL 129 with a western access to provide alternative access to Lorenzo Road and improve capacity from west;
- Resource Agencies suggested a single interchange instead of two interchanges.

Due to physical constraints, the single interchange as requested from the Resource Agencies is not logical, but the proposed regional connection through the site from IL 129 northeasterly to Lorenzo Road would provide the intent of a single interchange.

John Baczek indicated that the County Highway Departments were requested to this meeting to provide input on the regional connection and change of alignment of Lorenzo Road. Consideration is needed to determine jurisdiction and subsequently the design criteria of the road. IDOT stated that the western access is not logical for a state route. The road will need to be County or Local jurisdiction. The Village of Diamond has design criteria for the main road, but not with the intent of a regional road. Whoever accepts jurisdiction, the road design will need to be reviewed.

Since this was the first time that Will County has seen this option, they were not in a position to comment. They would like a week to at least consider the processing for permit to keep the Ridge development moving. Further comment regarding feasibility and jurisdiction would wait until review of the alternatives analysis report.

Kyle Schuhmacher of Ridge Property Trust reiterated the desire to limit truck traffic west on Lorenzo/Pine Bluff Road. The regional alignment with a curve at the north gives the perception of encouraging traffic west. How can truck traffic be discouraged? Can truck weight limits be implemented?

Craig Cassem of Grundy County Highway Department asked if there were any funding sources available to the County's for roadway improvements. In particular, Grundy County believes that Pine Bluff Road will need to be a 4-lane roadway. Where can they get funds to improve the road?

John Baczek indicated that Dick Smith (IDOT – Springfield) mentioned various different funding sources. John will check with Dick Smith regarding funding possibilities.

Eric Pitcher of the BN Railway provided an update:

- 1) This rail site is needed for future demand and thus remains in the strategic plan.
- 2) This site is unique in that it allows a full train to remove itself from the mainline.
- 3) The Lorenzo Road crossing currently has three tracks. The location has 60+ trains per day and is the single busiest line from LA to Chicago.
- 4) In the short term, transload services (rail to truck) will be moving forward.

- 5) The BN is planning to provide 4 storage tracks within their existing right of way between Murphy Road and Lorenzo Road. Construction would hopefully begin this year.
- 6) Improvements to the existing crossing include full signal and gates and a Centralized Train Control (CTC) system. The CTC system regulates train movement to better provide clear operations and less delay to roadway crossings.

ACTION:

- Will County to consider processing needs of Tee intersection to keep RidgePort Logistics moving.
- IDOT to investigate funding resources for future roadway improvements
- Benesch to provide copies of the Alternatives Analysis for agencies to consider.
- Will County to evaluate jurisdiction and design requirements of regional roadway alternative.
- The next public meeting is desired for Mid-April. The preferred Alternative should be selected by September.

The above summation is Jennifer Mitchell's interpretation of the items discussed and conclusions reached at the referenced meeting. If any additions and/or modifications to these minutes are required, please provide these requests in written to Jennifer Mitchell within 10 business days. Otherwise, the meeting minutes, as described herein will remain as written.

Meeting Minutes

Date: March 12, 2009

Location: IDOT District One – Schaumburg, IL

Attendees: Ojas Patel – IDOT Programming
Kyle Schumacher – Ridge Property Trust
Jennifer Mitchell – HDR Engineering
Curtis Cornwell – HDR Engineering
Jason Snyder – Jacob and Hefner
Jason Salley – IDOT Programming
Tom Gallenbach – IDOT Permits
Mike Wisniewski – IDOT Permits
Mike Cullian – IDOT Land Acquisition
Contact information is attached

SUMMARY:

This meeting was held to update the Permits Unit as to the status of the project and to discuss processing of the project this point forward through the Permits Unit.

Ojas Patel and Jennifer Mitchell provided an overview as to the history of the project:

- Lorenzo Road is under the jurisdiction of IDOT from East Frontage Road, westerly over I-55 to West Frontage Road.
- Lorenzo Road is under the jurisdiction of Will County Highway Department (WCHD) from West Frontage westerly. Lorenzo Road is also known as Pine Bluff Road as it enters Grundy County.
- The West Frontage and East Frontage are under the jurisdiction of IDOT.
- In 2005, per the WCHD Ordinance, a 20-year Traffic Impact Analysis (TIA) was completed for the proposed RidgePort Logistics development. The TIA indicated that the nearest available I-55 access at Lorenzo Road would operate at a level of service E or worse.

- The Developer, Ridge Property Trust, approached IDOT Springfield regarding an interchange study.
- In the fall of 2007, IDOT began an I-55 Interchange Study from River Road to Coal City Road. The consultant performing the study for IDOT is Alfred Benesch and Associates. For the alternatives analysis of the interchange options, Ridge's consultant will provide analysis as it relates to the impacts of the proposed development and other future public roadways.
- WCHD has agreed to a five-year analysis (2015) to allow the RidgePort Logistics Phase I to proceed. Phase I encompasses approximately 6.5 million square feet of industrial buildings plus a commercial component.
- WCHD granted a five-year analysis because this is the time frame in which IDOT should have a preferred alternative selected from the I-55 Interchange Study and an anticipated year of construction identified.
- Upon announcement of the preferred interchange improvement(s), a 20-year analysis as it relates to the proposed development and public roads will be completed for the WCHD.

Jennifer Mitchell proceeded to give an overview of the recommended geometry as identified in the five-year analysis of the RidgePort Logistics Phase I development. Overall, there will be a five-lane cross section on Lorenzo Road from the BNSF rail crossing to the I-55 S ramps. The outside lanes will transition as add/drop -lanes from/to the I-55 S ramps. Signalization will be required of all study intersections.

An important aspect of the total development is the desire to have the West Frontage Road vacated and incorporated as a public road within the development. Mike Cullian clarified the right-of-way terminology.

Right of way is not vacated. It is sold. If the right of way were to be purchased, the earliest that this could occur would be with the 2010 Spring Legislative Session. Right of way and/or maintenance can be jurisdictionally transferred to local government, with the use of the public roadway to be intact. Land swaps can also occur in relation to the future interchange improvements.

The questions as to the ability to transfer pieces of the roadway versus the entire roadway at once were raised. It was indicated that the Bureau of Maintenance would need to provide input on this process. The coordination with the Bureau of Maintenance will be

initiated with the report submittal to the Permits Unit. Ridge will also have conversation with the Village of Diamond regarding jurisdictional transfer opportunities.

Based upon the conceptual geometry overview, Tom Gallenbach recommended including a westbound right-turn lane at the West Frontage Road. Tom also indicated to provide an exhibit detailing the intersection spacing. The proposed traffic signals will need to be reviewed by the Signals Unit and a signal warrant analysis shall be included in the report. A Phase I roadway exhibit will be required too. Tom also requested a copy of the 2030 Trip Generation Report that was approved by the Geometrics Unit in January 2009.

ACTION:

- HDR and Jacob and Hefner will compile the necessary exhibits for submittal to IDOT and Will County the week of 3/16/2009.

The above summation is Jennifer Mitchell's interpretation of the items discussed and conclusions reached at the referenced meeting. If any additions and/or modifications to these minutes are required, please provide these requests in written to Jennifer Mitchell within 10 business days. Otherwise, the meeting minutes, as described herein will remain as written.



Illinois Department of Transportation

Attendance Roster

Bureau: Programming

Section: Project Studies

Project/Topic: I-55 at Lorenzo Road/IL 129 (Permitting and Land Acquisition Process Discussions)

Date: March 12, 2009

Time: 10:00

Location: Programming Conference Room

	Attendees	Representing	Phone Number	Email Address
1.	Ojas Patel	IDOT - Programming	(847) 705-4084	ojas.patel@illinois.gov
2.	Jason Snyder	Jacob Hefner/Ridge	(309) 757-1900	jsnyder@jacobandhefner.com
3.	Kyle Schuhmacher	Ridge	773-695-1290	KSCHUHMACHER@RPTTRUST.COM
4.	CURTIS CORNWELL	HDR	773 380 7939	curtis.cornwell@hdrinc.com
5.	Jennifer Mitchell	HDR	773-376-7225	jennifer.mitchell@hdrinc.com
6.	JASON SALLEY	IDOT-PROGRAMMING	847-705-4085	JASON.SALLEY@ILLINOIS.GOV
7.	Tom Gallenbach	IDOT-Permits	847 705 4130	Thomas.Gallenbach@illinois.gov
8.	MIKE WISNIEWSKI	TRAFFIC PERMITS	847-705-4541	MIKE.WISNIEWSKI@ILLINOIS.GOV
9.	MIKE CULLIAN	IDOT-Land Acq.	847/705-4280	MIKE.CULLIAN@ILLINOIS.GOV
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AGENDA ITEM #4

I-55 at Lorenzo Road

P-91-190-07

Will County

May 13, 2009

This was the 12th presentation of this project. It was last presented on December 9, 2008. The purpose of the meeting was to give an update on the progress of the project, the Alternatives being developed, and the expansion of the project to include the north-south arterial roadway connecting the proposed western access via the IL-129 interchange with existing Lorenzo Road through the proposed RidgePort development.

The consultant briefly reviewed the previously distributed Alternative concepts and presented the general corridor for the north-south arterial through the RidgePort development. As part of the evaluation process for the arterial, recommendations will be provided on the cross-section of the roadway and the location/configuration of major intersections. These recommendations will be coordinated with the developer. FHWA noted that any alternative that retains the existing Lorenzo Road interchange will need to be planned such that traffic destined for the intermodal facility and a majority of the warehousing/distribution traffic is oriented towards the IL-129 interchange and is discouraged from utilizing Lorenzo Road.

The consultant also presented the proposed boundaries of the expanded Environmental Survey Request (ESR) boundaries. The ESR will need to be expanded in order to encompass the corridor for the proposed north-south arterial. The consultant distributed a map of those properties that the developer (RidgePort) has already conducted Preliminary Site Assessments (PESA's), wetland delineations, and archaeological studies. The PESA's were conducted by Professional Services Industries (PSI), the wetland delineations were conducted by Christopher B. Burke Engineering, Limited (CBBEL), and the archeological studies were conducted by Midwest Archaeological Research Services, Inc. Copies of these reports will be transmitted to IDOT as part of the ESR Addendum request.

The consultant indicated that they would like to provide a similar informational/status update at the June NEPA/404 meeting to present the proposed range of alternatives and to solicit any preliminary comments.

The meeting was adjourned.

Ojas Patel, Ryan Thady-Benesch

Meeting Minutes

Current Date: August 6, 2009
Date of Meeting: August 4, 2009
Time of Meeting: 9:00 a.m.
Meeting Location: IDOT – Division of Highways District 1
Bureau of Construction Conference Room

Subject: I-55 at IL-129 and Lorenzo Road Phase I Study
IDOT Project No. P-91-190-07
Project Status and Coordination with Local Agencies

Participants: (See attached roster)

Project Status

IDOT thanked everyone for attending and the meeting attendees introduced themselves and identified who they were representing. The meeting was turned over to IDOT's consultant, Benesch, who gave a presentation on how the alternatives were developed and the concepts behind each alternative. Highlighted in the presentation was:

- The need for an arterial roadway linking an improved I-55/IL-129 interchange with Lorenzo Road. The exact location of this roadway will be determined based on the preferred interchange alternative and the status of land acquisition efforts being conducted by Ridge Property Trust.
- The connection between Lorenzo Road and the arterial roadway needs to encourage the use of the IL-129 interchange for access to I-55. This is particularly important in order to minimize traffic congestion at the I-55/ Lorenzo Road interchange under Alternative B.

Discussion ensued regarding potential options for the intersection of the proposed roadway with Lorenzo Road. Differences between a curved/ smooth transition from Lorenzo Road to the arterial (currently preferred by IDOT) and a traditional "T" intersection were discussed. The location of the arterial roadway was also discussed (utilizing the existing Cavanaugh Road alignment versus constructing a new roadway to the south.) An exhibit was presented that showed the land currently controlled by Ridge Property Trust.

Interchange configurations were discussed including removing only the northbound exit and entrance ramps at Lorenzo Road and whether traffic destined to the north could be sent southbound on I-55 and then utilize the improved IL-129 interchange to turnaround and then proceed northbound.

Meeting Minutes
August 3, 2009
Page 2

Will County expressed concern about the volume of traffic originating from/ destined to the west via Lorenzo Road and the need to potentially widen Lorenzo Road through the existing grade crossing with the BNSF tracks. Will County indicated that formal comments on the alternatives would require coordination with their Public Works and Transportation Committee.

Benesch will update the alternative exhibits to reflect the discussions on the location of the arterial roadway and will also provide copies of projected traffic volume data and Level of Service (LOS) for each alternative to IDOT for distribution.

It was noted that a public meeting has been scheduled for September 16 to update the public on the project and to obtain comments on the various interchange alternatives.

The above constitutes my understanding of the issues discussed and the conclusions reached. If there are any misunderstandings or omissions, please contact the undersigned as soon as possible.

Respectfully submitted,

Michael P. Magnuson, P.E.
Environmental Lead

cc: All in attendance

ATTENDANCE RECORD

Meeting Description: I-55 Local Agency Coordination
 Date: August 4, 2009
 Place: Illinois Department of Transportation - District 1



Attendant

	Name	Title	Representing	Phone & Fax Numbers	Email
1.	Ryan Thadde	PM	Benesch	312-565-0450	rthady@benesch.com
2.	Jason Snyder		Local Office/Route	309-757-1900	jsnyder@jacobandheiser.com
3.	Kyle Schummacher		RIDGE PROPERTY TRUST	773-695-1290	KSCHUMMACHER@RPTTRUST.COM
4.	JENNIFER MITCHELL		HDR Inc / Ridge	773-867-7225	jennifer.mitchell@hdrinc.com
5.	MIK MUSTAFA		IDOT	847-705-4477	Mu. Mustafa@idot.gov
6.	George Catalano		WCHD	815-727-8476	gcatalano@willcounty.illinois.gov
7.	JEFF RYONALDSON		WCHD	815-727-8476	jryonaldson@willcounty.illinois.gov
8.	Teresa Kern		Village of Diamond	815/634-8149	Mayor@diamond.illinois.gov
9.	MIKE PERRY		CHAMLIN ENGR - DIAMOND	815/942-1402	mikeperry@diamond.com
10.	DAN DRAPER		CHAMLIN & ASSOCIATES	815/223-3344	dand@chamlin.com
11.	Colby Zemaitis		Wilmington	815 730-3444	ColbyZemaitis@crehamilton.org
12.	CHAS PATEL		IDOT	847-705-4084	chas.patel@illinois.gov
13.	MIKE MAGNUSON	ENV. LEAD	BENESCH	312-565-0450	mmagnuson@benesch.com
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16.					

benesch

Meeting Minutes

Current Date: August 10, 2009
Date of Meeting: August 10, 2009
Time of Meeting: 8:30 a.m.
Meeting Location: IDOT – Division of Highways District 1
Bureau of Programming Conference Room

Subject: I-55 at IL-129 and Lorenzo Road Phase I Study
IDOT Project No. P-91-190-07
Discussion of Project Issues
and Public Meeting Preparation

Participants: IDOT : John Baczek, Mir Mustafa, Ojas Patel
Benesch: Laura McGovern, Ryan Thady, Mike Magnuson

The meeting had two purposes:

- Discuss current project issues and potential impacts to project design and schedule.
- Prepare for September 16, 2009 public information meeting.

Project Issues

Benesch presented the following project issues for discussion by the group. A summary of the discussion is provided below:

1. **Property acquisition status of the RidgePort Development:** Benesch presented a map that was developed by Ridge identifying their current holdings and those of BNSF. There are several areas that the overall development plan has identified for warehousing/commercial uses that have not yet been acquired by the developer. The location of the proposed north-south arterial roadway has been modified by Benesch and is now within the current boundaries of their property.

IDOT recommended that for the public meeting an exhibit that depicts current land use and future proposed land uses should be provided. It may be beneficial to quantify the current land area acquired as it relates to the future overall development plan (e.g. the RidgePort development has acquired X% of their long term plan or X acres out of a planned Y acre development has been acquired.) The public meeting needs to communicate to the public that IDOT is being proactive in planning for the traffic that will result from future development in this area.

Required Action: Benesch will follow up with Ridge and IDOT will follow up with Springfield (Jeff Bell) to obtain the current status of the BNSF intermodal yard. Benesch to revise public meeting exhibits to add future planned land use conditions.

2. **North-South Arterial Roadway:** The meeting held last week highlighted the need for an internal north-south arterial providing connectivity between IL-129 and Lorenzo Road. Last week's meeting did not resolve who would ultimately have jurisdiction over this roadway. For the upcoming public meeting the presentation of the north-south roadway was discussed. It was decided that the north-south roadway would be depicted from the proposed IL-129 interchange north to Lorenzo Road. At the intersection of the arterial with Murphy Road, any improvements to the north to connect with the proposed intermodal yard access should be shown as a dashed line and identified as "by others."

Required Action: Benesch to refine public meeting exhibits per discussion at meeting.

3. **Status of IL-129 over I-55 Structure:** Benesch noted that the original schedule for this project identified construction in 2010. The existing bridge carrying IL-129 over I-55 is currently deficient. Benesch was not clear if IDOT is continuing to monitor the structure or should the current project scope be expanded to include Benesch inspecting the structure since construction of the overall improvement will not occur until after 2010.

Required Action: IDOT to follow-up internally to determine if the structure has been recently inspected or is part of a scheduled inspection cycle.

4. **Current Alternative Design Concepts:** The possibility of traffic overloading the existing Lorenzo Road interchange under Alternative B was discussed. Depending on future land use both within the development and external to the development there is some risk of Lorenzo being overloaded, particularly if the internal roadway configuration is not developed to favor the IL-129 interchange. As a result of this discussion it was determined that Alternative B should depict the closure of the north Lorenzo Road ramps at I-55 (southbound off and northbound on ramps.) It was noted that the northbound on ramp could be gated and serve as an emergency access (potential evacuation route for the Dresden Nuclear power plant.)

Alternatives C and D should depict existing Lorenzo Road curving onto the north-south arterial roadway. Alternative B can depict a "T" intersection.

The configuration of the frontage roads near IL-129 under each alternative was discussed. IDOT requested that changes to the frontage road configuration need to be clearly

communicated at the upcoming public meeting so that property owners are aware of any reconfiguration that may affect their property.

Required Action: Benesch to revise exhibits. E-mail with a revised exhibit should be sent (Benesch to draft/IDOT to distribute) to regulatory agencies in advance of the September NEPA/404 meeting indicating that under Alternative B, these ramps are proposed to be closed.

Public Meeting Preparation

1. **Previous Public Comments:** IDOT noted that in advance of the public meeting any comments received from the previous meeting need to be addressed and presented at the upcoming public meeting in either an exhibit or the brochure. Benesch presented a tabular summary of the comments from the previous meeting. The comments focused on drainage issues surrounding the ditch that crosses the Gartke property and outfalls into the Kankakee River, the current condition of the frontage roads on both sides of I-55 within the project limits, and potential emergency access/evacuation routes for the Dresden nuclear power plant.

IDOT District 1 Hydraulics has developed a general scope of the improvements to the ditch. Benesch would like to proceed with the necessary additional survey (that is beyond the current project's scope of consultant services) in order to formalize the recommended improvement. Benesch would like to proceed with the survey work and additional coordination with Mr. Gartke prior to the public meeting since this issue is of concern to IDOT and was a source of several comments at the previous public meeting. Mir Mustafa agreed that this work should proceed and be conducted prior to the public meeting.

IDOT requested that Benesch review the current condition of the frontage road and provide IDOT with any specific areas that require maintenance activities. It was noted that some sections have been patched and resurfaced since the last public meeting.

IDOT requested Benesch investigate further the emergency evacuation plan with Will County, predominant winds, etc. and to try and determine what is the most likely evacuation route (to the south, west, north, etc.)

Required Action: Benesch to proceed with additional survey work related to the drainage ditch (Gartke property.) Benesch to inspect frontage road and provide specific limits of any observed maintenance needs that should be addressed. IDOT (Patel) to check with Bureau of Programming and document limits of recent maintenance efforts and any programmed resurfacing or patching to the frontage road system within the

project limits. Benesch to investigate Dresden evacuation plans and respond back to IDOT.

2. **Public Meeting Preparation:** IDOT would like to see a portion of the presentation focus on drainage (implementation of BMP's, open ditches, acknowledgment of the sensitive Kankakee River environment and the need to provide protection measures, etc.)

IDOT also requested that the presentation/brochure educate the public on what factors will go into the decision making process. The group discussed having a comment area (post-it notes and aerial) adjacent to each alternative exhibit and ask people to comment on what they like or don't like about the alternative rather than have the public wait until the end of the exhibits when they will likely have difficulty remembering what each alternative is about.

Required Action: Benesch to modify presentation to have a slide devoted to drainage. Benesch to develop approach to allow for comments on each alternative exhibit as well as general comment form.

Benesch noted that the project is on schedule from a public involvement standpoint that a pre-dry run and dry-run will still be held in advance of the meeting.

The above constitutes my understanding of the issues discussed and the conclusions reached. If there are any misunderstandings or omissions, please contact the undersigned as soon as possible.

Respectfully submitted,

Michael P. Magnuson, P.E.
Environmental Lead

cc: All in attendance

Meeting Minutes

Current Date: September 2, 2009
Date of Meeting: September 1, 2009
Time of Meeting: 10:30 a.m.
Meeting Location: Will County Administration Building, Joliet, Illinois
County Board Room

Subject: I-55 at IL-129 and Lorenzo Road Phase I Study
IDOT Project No. P-91-190-07
Project Status and Briefing on Upcoming Public Meeting

Participants: (See attached roster)

Project Status

The purpose of the meeting was to brief the group on project status in advance of the upcoming September 16th public meeting. The alternatives developed as part of the study all affect Lorenzo Road. Lorenzo Road is under the jurisdiction of Will County. IDOT's consultant, Benesch, gave a presentation on how the alternatives were developed and the concepts behind each alternative. Highlighted in the presentation was:

- Three types of alternatives:
 - B – includes redevelopment of IL 129 and closure of the north ramps at Lorenzo
 - C's – development of both the IL 129 and Lorenzo Road interchanges
 - D – close Lorenzo and redevelop IL 129
- The need for a roadway linking an improved I-55/IL-129 interchange with Lorenzo Road. The exact location of this roadway will be determined based on the preferred interchange alternative and the status of land acquisition efforts being conducted by Ridge Property Trust.
- Those alternatives that leave the existing I-55/ Lorenzo Road interchange in place need to be developed in such a manner to discourage use of the interchange by trucks and encourage the use of the IL-129 interchange for access to I-55.

Discussion ensued regarding potential traffic impacts to Lorenzo Road west of the study area and impacts on Pine Bluff Road (Lorenzo Road in Grundy County.) Will County officials noted that Grundy County has expressed concerns that truck traffic from the proposed warehousing and intermodal development will not utilize I-55 and instead travel west on Lorenzo Road/Pine Bluff Road to IL-47 and then utilize IL-47 to travel north through Morris to access I-80 for destinations to the west.

Another concern raised by some Will County officials was the need to maintain access to I-55 from Lorenzo Road for local traffic without requiring passenger vehicle/commuter traffic to drive through the intermodal/warehousing development to access I-55 at an improved IL-129 interchange. Discussions included a proposal of not allowing the proposed development (north/south arterial roadway) to connect Lorenzo Road. There was varying viewpoints expressed regarding this option.

The Will County officials stated that they would like to see the results of the Public Meeting and public comment and will likely provide a recommendation to IDOT after the public meeting.

The above constitutes my understanding of the issues discussed and the conclusions reached. If there are any misunderstandings or omissions, please contact the undersigned as soon as possible.

Respectfully submitted,

Michael P. Magnuson, P.E.
Environmental Lead

cc: All in attendance

ATTENDANCE RECORD



Illinois Department of Transportation

Meeting Description: Presentation of Alternatives
Date: September 1, 2009
Place: Will County Board Room

Attendant

Name	Representing	Email	Project Role
1. BRUCE GOULD	WCHD	bgould@willcountyllinois.com	
2. JEFF RONANSON	"	jronaldson@willcountyllinois.com	
3. George Catalano	"	gcatalano@willcountyllinois.com	
4. OJAS PATEL	IDOT	ojas.patel@illinois.gov	PHYS. ENGR.
5. Mr Mustafa	-	Mr. Mustafa@Illinois.gov	Proj. Manager
6. LAURA MCHURN	benesch	lmchurn@benesch.com	Proj. Principal
7. MIKE MAGNUSON	"	mmagnuson@benesch.com	environmental lead
8. KEVIN FITZPATRICK	BENESCH	KFITZPATRICK@BENESCH.COM	RA
9. Ryan Thady	Benesch	rthady@benesch.com	Proj. Manager
10. TIM MOUNSTIS	will city	tmounstis@yahoo.com	City Board member
11. Jim Pucotta	will county	Jim@JIMBILOTTA.com	City Board-PW chair
12. Walter Adamini	Will County	Walter Adamini@att.com	County Board member
13. Sec. Richard Walsh	Will County	RichardWalsh@willcountyllinois.com	County Board member
14. LARRY WALSH	County Executive	lwalsh@willcountyllinois.com	
15. U-4			
16.			

benesch

Meeting Minutes

Date of Meeting: May 5, 2010
Time of Meeting: 9:00 a.m.
Meeting Location: IDOT District 1
Executive Conference Room

Subject: I-55 at IL-129 and Lorenzo Road Phase I Study
IDOT Project No. P-91-190-07
Alternatives to Be Carried Forward

Participants: (See attached roster)

The purpose of the meeting was to discuss the Alternatives to be carried forward which were presented at the September 16th public meeting and the comments received to the Alternatives.

The meeting opened with a briefing by RidgePort regarding the status of their development. Following is a summary of the briefing:

- Development property recently annexed to the City of Wilmington
- Plans underway to extend water and sewer services to the area, including an elevated water tower which is scheduled to begin construction in June
- Anticipate to begin moving dirt in July for the construction of Grasskamp
- Anticipate the first phase of the rail to begin later this year to service the trans-load facility
- Planning underway for the mining operations. Mine opening approximately 18 months away

After the RidgePort briefing, discussion then focused on Will County's comments to the alternatives to be carried forward. The County's primary concern is with the connectivity of Lorenzo Road to I-55. The County's preference would be to maintain connectivity near or at the current location, but they understand the concerns with the operations. As stated in their November 4, 2009 letter, their preference is Alternative B, with the modification that the ramps on the north side of Lorenzo Road to remain open.

The group then reviewed some geometric alternatives prepared by RidgePort which directs the majority of the outbound intermodal traffic to the proposed free-flow IL 129 interchange. Discussion then ensued regarding the anticipated traffic patterns of the proposed development's internal traffic patterns. There were concerns that the trucks would still have access to the

proposed commercial area proposed at the southwest quadrant of the Lorenzo Road interchange, thus providing access to the northbound Lorenzo Road entrance ramp. There was also concern with the propensity of south bound intermodal traffic utilizing the southbound Lorenzo Road exit ramp.

The RidgePort development geometrics presented for the intersection of Grasskamp and Lorenzo Road indicated Lorenzo Road being curved to the south to connect with Grasskamp. Will County indicated that their preference would be to maintain Lorenzo Road as the through east-west route with Grasskamp forming a T intersection.

Through discussions it was decided that Alternative C did solve the concerns with the entrance and exit to and from I-55 with Lorenzo Road. It was decided that a T intersection could be maintained with Grasskamp and Lorenzo Road, and a curve could be provided at the location of the realigned frontage road to provide access to the Modified Lorenzo Road Trumpet Ramps. The reasoning behind this agreement is that provides Lorenzo Road access to I-55 near the current access location, it provides safe entrance and exit to I-55 and the local traffic would travel by a commercial area as opposed to an industrial area.

Benesch agreed to refine the geometrics for alternate C, better defining the location of the first intersection west of the Lorenzo Road Modified Trumpet Interchange and its continuity to existing Lorenzo Road. The modifications will then be presented to the group to determine if the modifications are acceptable before circulating the changes for broader comment.

Respectfully submitted,

Ryan M Thady, P.E.
Project Manager

cc: All in attendance

ATTENDANCE RECORD



Illinois Department of Transportation

Meeting Description: Will County Coordination
Date: May 5, 2010
Place: IDOT Dist 1 Executive Conference Room

Attendant

	Name	Representing	Phone	Email
1.	Ryan Thady	Benesch	312-565-0450	rthady@benesch.com
2.	Laura McGovern	Benesch	312-565-0450	lmcgovern@benesch.com
3.	George Catalano	WCHD	815-727-8476	gcatalano@willcounty.illinois.com
4.	Bruce Gould	"	"	bgould@willcounty.illinois.com
5.	Jeff Ronaldson	"	"	jronaldson@willcounty.illinois.com
6.	Kyle SCHUMMACHER	RIDGE	773-695-1290	KSCHUMMACHER@RPTRUST.COM
7.	Jason Snyder	Jacob & Heiner	309-757-1900	jsnyder@jacobandheiner.com
8.	JASON SALLEY	IDOT P&ES	847-705-4085	JASON.SALLEY@ILLINOIS.GOV
9.	Steve Schilke	IDOT P&ES	847-705-4074	Steven.Schilke@illinois.gov
10.	Jen Mitchell	HDR, Inc	773-867-7225	jennifer.mitchell@hdrinc.com
11.	MIR MUSTAFA	IDOT- PROG	847-705-4477	Mir. Mustafa @ Ill. Gov
12.	JIM PROLA	AECOM/IDOT Prog.	847-705-4679	JAMES.PROLA@ILLINOIS.GOV
13.	OGAS PATEL	IDOT- PROG	847-705-4084	ogas.patel@illinois.gov
14.	MIKE MAGNUSON	BENESCH	312-565-0450	mmagnuson@benesch.com
15.	JOHN BACZEK	IDOT	847-705-4104	john.baczek@illinois.gov
16.				

Meeting Minutes

Date of Meeting: August 2, 2010
Time of Meeting: 9:30 a.m.
Meeting Location: Will County Department of Highways

Subject: I-55 at IL-129 and Lorenzo Road Phase I Study
IDOT Project No. P-91-190-07
Alternatives to Be Carried Forward

Participants: (See attached roster)

The purpose of the meeting was to introduce Alternative C-5 which is a modified parcel at the existing Lorenzo Road Interchange location. The goal was to seek feedback from the County concerning the alternative.

It was discussed that the alternative C-5 was developed in response to public comments and the County's desire to retain all of the existing movements for the Lorenzo interchange. The consultant explained how alternative C-5 accomplishes this by:

- providing a SB exit loop ramp in the SW quadrant of the interchange
- providing a combined WB Lorenzo Road to NB and SB I-55 ramp terminal in the SW quadrant with a fly-over for the NB entrance ramp
- providing a NB exit ramp in the SE quadrant.

The initial response from the County was positive in that they agreed that the alternative effectively provided all of the existing movements at the existing interchange location. It was requested by the County that IDOT provide 20 copies of the exhibits along with a summary of how the new alternative addresses the county's previous comments to the Alternative To Be Carried Forward. This document will then be reviewed by the County and official comments or support of the alternative will be provided.

Respectfully submitted,

Ryan M Thady, P.E.
Project Manager

cc: All in attendance



Illinois Department of Transportation

Attendance Roster

Bureau: Programming

Section: Project Studies

Project/Topic: I-55 @ Lorenzo Rd/IL 129 Present Additional C Alternative

Date: August 2, 2010

Time: 9:30 AM

Location: Will County Highway Department

	Attendees	Representing	Phone Number	Email Address
1.	OJAS PATEL	IDOT	(847) 705-4084	ojas.patel@illinois.gov
2.	JOHN BACZEL	IDOT	847 705 4104	john.baczek@illinois.gov
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4.	George Catalano	WCHD	815-727-8476	gcatalano@willcountyillinois.com
5.	BRUCE D. GOULD	"	"	bgoULD@WILLCOUNTYILLINOIS.COM
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7.	Ryan Thady	Benesch	312-565-0450	rthady@benesch.com
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Meeting Minutes

Date of Meeting: September 7, 2011
Time of Meeting: 10:00 a.m.
Meeting Location: City of Wilmington Municipal Center

Subject: I-55 at IL-129 and Lorenzo Road Phase I Study
IDOT Project No. P-91-190-07
Status Update

Participants: (See attached roster)

The purpose of the meeting was to provide a status update for the project. Following is a summary of the items discussed at the meeting.

1. Status Update

IDOT informed the city that they were preceding with Alternative C-5 as the preferred alternative for the project. It was noted that the C-5 was presented as the preferred alternative at the June NEPA meeting and received concurrence from the group.

Benesch noted that with this concurrence they are now working to finalize the geometrics for the interchanges including some refinements to the IL 129 interchange to minimize impacts to the wetlands within the area.

The City of Wilmington noted couple of recent boundary changes within the study area.

- a. The City is in the process of jurisdictionally transferring Lorenzo Road from Will County to their jurisdiction.
- b. Cinder Ridge Golf Course and the surrounding area has been annexed into the City.

2. Wilmington Concerns

The City indicated that concerns have been expressed with regard to how access will be provided to the residences and business along the west frontage road from the future IL 129 interchange. It was noted that the Cinder Ridge Golf Course had expressed specific concerns with regard to access to the interchange.

The City also expressed a desire to have an overpass to be provided connecting Stripmine Road on the east with Kavanaugh on the west. IDOT noted that request should be formalized in the form of letter to the District Engineer.

The City also inquired as to the status of the closure of Southbound IL Rte. 129 exit from Interstate 55. IDOT noted that the closure was imminent and additional information regarding the date and detour to be utilized would be forwarded in the near future.

Follow up: IDOT will be permanently closing this ramp to traffic on October 1, 2011. It will remain closed until the I-55 (IL 129 to Lorenzo Road) project is completed. In order to accommodate the affected users of this ramp, the detour route is anticipated to consist of users continuing southbound on I-55, heading east on Coal City Road (Exit #236) to Illinois Route 129.

3. Jurisdiction of future roadway

The conversation then focused on the future roadway network associated with Ridgeport Development which will be under Wilmington jurisdiction and its connectivity with future IL Rte 129 interchange. The conversation also focused on whether the existing frontage road would remain or if its use would be replaced by a future roadway under the jurisdiction of Wilmington. The City requested funds for future maintenance of the frontage roads if the City assumed jurisdiction. IDOT stated the issue would be discussed and a response would be forthcoming.

It was noted that the first intersection west of the future IL Rte. 129 interchange was key part of the future traffic operations in the area.

The City noted that it would take a lead role in the coordination of this intersection with the development.

Benesch noted that it would be important to have the western connectivity of the IL Rte. 129 interchange worked out prior to the final public hearing for the project.

4. Anticipated Schedule

The final public hearing for the project is anticipated to occur later this year with design approval targeted for mid 2012.

Phase II plan development and land acquisition will immediately follow the completion of the phase I and is anticipated to take 18 to 24 months.

The earliest time construction of the project would begin is anticipated to be mid to late 2014. It is not known at this time whether the project would be completed as one project or multiple projects. These details will be developed during the Phase I process and will be presented in the form of Transportation Management Plan.

Respectfully submitted,

Ryan M Thady, P.E., PMP
Project Manager

cc: All in attendance



Illinois Department of Transportation

Attendance Roster

Bureau: Programming

Section: Project Studies

Project/Topic: I-55 at Lorenzo/IL 129

Date: September 7, 2011

Time: 10:00

Location: Wilmington City Hall

	Attendees	Representing	Phone Number	Email Address
1.	OJAS PATEL	IDOT	847-765-4084	ojas.patel@illinois.gov
2.	MIR MUSTAFA	-	4477	Mir.Mustafa@idot.gov
3.	DAVID PLOTTS	WPD	815-207-3633	D.PLOTTS@winmexco-12.com
4.	Ryan Thady	Benesch	312-565-0450	rthady@benesch.com
5.	Kimberly Murphy	IDOT	847-705-4791	Kimberly.Murphy@gmail.com
6.	Rod Tonelli	City	615 744 6600	rtonelli@mett-her-tonelli.com
7.	Colby Zemaitis	City	615 476-2175	CZemaitis@wilmington-il.com
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Date of Meeting: April 30, 2012

Meeting Location: Illinois Department of Transportation, District 1

Subject: I-55 at IL-129 and Lorenzo Road Phase I Study
IDOT Project No. P-91-190-07
Status Update

Participants: (See attached roster)

The purpose of the meeting was to provide an opportunity for IDOT and the City of Wilmington to discuss recent developments concerning the I-55 at IL Rte. 129 and at Lorenzo Road Phase I study and surrounding area.

The City of Wilmington provided the following updates:

- Jurisdiction of Lorenzo Road has been transferred from Will County to the City of Wilmington
- The property in the NW quadrant of the Lorenzo Road has been annexed to the City of Wilmington and is slated for redevelopment by Road Ranger
 - The facilities are being expanded
 - Currently working with IDOT on the removal/reconfiguration of the septic field which appears to be on IDOT property

The Illinois Department of Transportation provided updates on the following:

- The I-55 at IL-129 and Lorenzo Road Phase I Study is currently on hold pending the selection of the preferred corridor for the Illiana Expressway
- If the IL Rte. 129 is the preferred alignment termini for the Illiana Expressway, the interchange configuration will need to be re-evaluated to accommodate the expressway.
 - The City of Wilmington noted that if the interchange was reconfigured they would like consideration for another access to the west side of I-55 (Potentially an extension of Stripmine Road to the west).
- The anticipated time frames for decision on the Illiana Expressway were discussed.
 - May 30th OPG Meeting
 - Public Hearing anticipated for July
 - Announcement of Preferred Corridor September

Respectfully Submitted,

Ryan M. Thady

Project Manager

I-55/144.129

04/30/12

Tommy Graft, City of Wilmington	815 476 2175 x 232
Colby Zemanis, City of Wilmington	" " x 226
Laura McGovern Benesch	312-819-8228
Ryan Thady Benesch	312-565-0450
Steve Schilde IDOT	847-705-4125
Mike Mustafa IDOT	847-705-4477
Kimberly Kumpf IDOT	847-705-4791
John Baczek IDOT	847 705 4104

AGENDA

I-55 Study – RidgePort Logistics
At IDOT
Programming Conference Room – 4th Floor
Monday October 6, 2008
1:00 PM

1a Ridge/Diamond Annexation Update

1. Update on FHWA coordination and timing
2. Coordination of internal roadway network
3. Next public hearing
4. Coordination of Interim Roadway Improvements
5. Other



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TRAFFIC ENGINEERING
TRANSPORTATION PLANNING
SIGNAL SYSTEMS/DESIGN

Meeting Minutes

Date: October 6, 2008

Metro Project Number: H0606.02

Metro Project Name: RidgePort Logistics

IDOT Project Name: I-55 Study: Coal City Road to River Road

Attendees: See Attached Attendance Roster

A copy of the amended agenda is attached for reference.

- Mr. Schumacher of Ridge Property Trust provided an update to the RidgePort Logistics coordination. The project will be annexed to the City of Diamond. The process is estimated to be complete no later than mid-November. The roadway network is to be public and there will not be any private roads.
- Benesch provided an update to the FHWA coordination. The project is not on the October Agenda for the joint agency review. The resource agencies keep questioning the capacity on I-55 and are asking about a regional I-55 Study. That is not the goal or intent of this project. Therefore, independent utility is to be proven. Until clear project limits defining independent utility is defined, the project will not be presented to the FHWA or resource agencies.

To assist in the matter, Ridge will review site development as well as the plans of the BNSF. It was also pointed out that the intermodal traffic is being double counted. The traffic for the auto lot that is currently operating Centerpoint would be relocated to the RidgePort Logistics site. The traffic analyses do not account for a relocation of traffic, but evaluates that traffic as if it is new traffic.

- Metro gave a brief overview of the preliminary internal road network and level of service. All intersections operate at a LOS C or better except for the "Lorenzo relocated" westbound approach in the PM peak hour.

Will County questioned removing three ramps from the existing interchange and leaving the northbound exit ramp. Also, what will the Frontage Road access at the sound end of the project be like? IDOT, Benesch and Will County would continue discussions regarding these matters.

- A Public Meeting will not be scheduled until the Purpose and Need is approved by the FHWA.
- Metro asked how roadway improvements not associated with the interchanges should be coordinated. Lorenzo Road improvements west of the Frontage Road will be coordinated with Will County. Lorenzo Road east of the Frontage Road will be coordinated with the Permits Unit of IDOT. It was suggested by the Programming Unit to coordinate through Tom Galenbach and to request a joint meeting prior to submittal to update the Permits Unit as to past coordination.
- Grundy County stated their concern regarding additional traffic west on Lorenzo Road. In particular, the 2030 projected volumes (approximately 20,000 ADT) reflect a need for a four-lane facility, who is going to pay for it?

The above summation is our interpretation of the items discussed and conclusions reached at the referenced meeting. If any additions and/or modifications to these minutes are required, please provide these requests in written to Metro within 10 business days. Otherwise, the meeting minutes, as described herein will remain as written.



Illinois Department of Transportation

Attendance Roster

Bureau: Programming

Section: Project Studies

Project/Topic: I-55 @ Lorenzo Rd/ IL 129

Date: October 6, 2008

Time: 1:00 PM

Location: IDOT District One

	Attendees	Representing	Phone Number	Email Address
1.	Ojas Patel	IDOT - Programming	(847) 705-4084	ojas.patel@illinois.gov
2.	George Catalano	WCHD	815-727-8476	g.catalano@willcountyillinois.com
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4.	JASON SALLEY	IDOT-PROG/GEOMETRICS	847-705-4085	JASON.SALLEY@ILLINOIS.GOV
5.	Jim ProLA	AECOM/EARTH TECH IDOT GEO UNIT	847 705 4679	James.ProLA@ILLINOIS.GOV
6.	Jennifer Mitchell	Metro	630-213-1000	jmm@metrottransportation.com
7.	Kyle Schuhmacher	Ridge Property Trust	773-695-1290	KSCUHMACHERRPTRUST.COM
8.	John Hefner	Leob & Hefner Assoc	630-652-4600	JHefner@leobandhefner.com
9.	BOB SCHMUDE	CHAMLIN & ASSOC.	815-942-1402	roberts@chamlin.com
10.	Mrs Mustafa	IDOT-PROG	847-705-4679	Mrs. Mustafa@idot.gov
11.	Craig Cassem	Grundy Co Hwy	815-942-0363	ccassem@cornet.org
12.	Ryan Thady	Benesch	312-565-0450	rthady@benesch.com
13.	Laura McGovern	Benesch	312-819-8228	lmcgovern@benesch.com
14.	John Bazzoli	IDOT	847 705 4104	
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GRUNDY COUNTY BOARD

1320 UNION STREET
MORRIS, ILLINOIS 60450



PHONE: 815-941-3420

October 27, 2008

Mr. James Moustis
Will County Board Chairman
302 North Chicago Street
Joliet, Illinois 60432

Re: RidgePort Logistics

Dear Mr. Moustis:

We are contacting you regarding the RidgePort Logistics development which is to be constructed on Lorenzo Road near Interstate 55. While we certainly understand the need for intermodal and warehousing developments such as this, we are very concerned with the additional traffic which will be generated from the project. We have been advised that a total of 66,000 vehicles per day will access the property upon full build-out with approximately 16,000 cars and 1,100 trucks using Pine Bluff Road to access the development from the west.

Pine Bluff Road is a two-lane County Highway which currently carries about 5,000 vehicles per day. The additional traffic from the proposed development will result in 22,100 vehicles per day using this road. A two-lane highway can adequately handle up to about 12,000 vehicles per day; more traffic than this requires a four-lane road. It is clear that a four-lane road will have to be constructed to accommodate the additional development traffic.

Our County is not in a position to construct a four-lane road nine miles long. We are therefore requesting that Will County not grant access off of Lorenzo Road until we are assured that Grundy County will not have to pay for road improvements necessary to handle the additional traffic generated from this development. We appreciate your consideration of this request and will be glad to meet with you to discuss our concerns.

Very truly yours,

Francis E. Halpin
County Board Chairman

cc: Mr. Larry Walsh, County Executive
Bruce Gould, County Engineer
Mr. Jim Bilotta, Pub. Works & Transportation Committee Chairman
Mr. Don Neushwander, Grundy County Highway Committee Chairman
Craig Cassem, Grundy County Engineer

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TRAFFIC ENGINEERING
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SIGNAL SYSTEMS/DESIGN

Meeting Minutes

Date: November 19, 2008

Location: IDOT District One – Schaumburg, IL

Attendees: James Prolla – AECOM/Earthtech Geometrics Unit
Ojas Patel – IDOT Programming
Ryan Thady – Benesch
Jennifer Mitchell – Metro

Summary:

This meeting was held at the request of Jennifer Mitchell on behalf of Ridge Property Trust. The item of discussion has to do with traffic distribution and trip generation.

Typically, the traffic distribution is based on the existing roadway network with modifications due to the specific proposed land use. As such, the directional distribution was calculated from the existing operations at the Lorenzo Road and I-55 interchange. Modifications were made based upon the proposed land use of warehousing and intermodal. All along, Ridge Property Trust (Ridge) questioned Metro as to the reasonableness of the resulting directional distribution. As it was, Metro only had the existing traffic to work with to determine the directional distribution. This topic has also been a long standing discussion with IDOT.

Most recently, Ridge Property Trust commissioned a study to determine the drive times and directions that employees would travel from to the proposed site. Additionally, a study was performed to determine the distribution of truck traffic. The results of the employee and truck study were the basis of the meeting.

The maps were reviewed and an extensive discussion was had as to a reasonable distribution of traffic for employees and for truck traffic. The following distributions for the warehousing and intermodal were agreed upon.



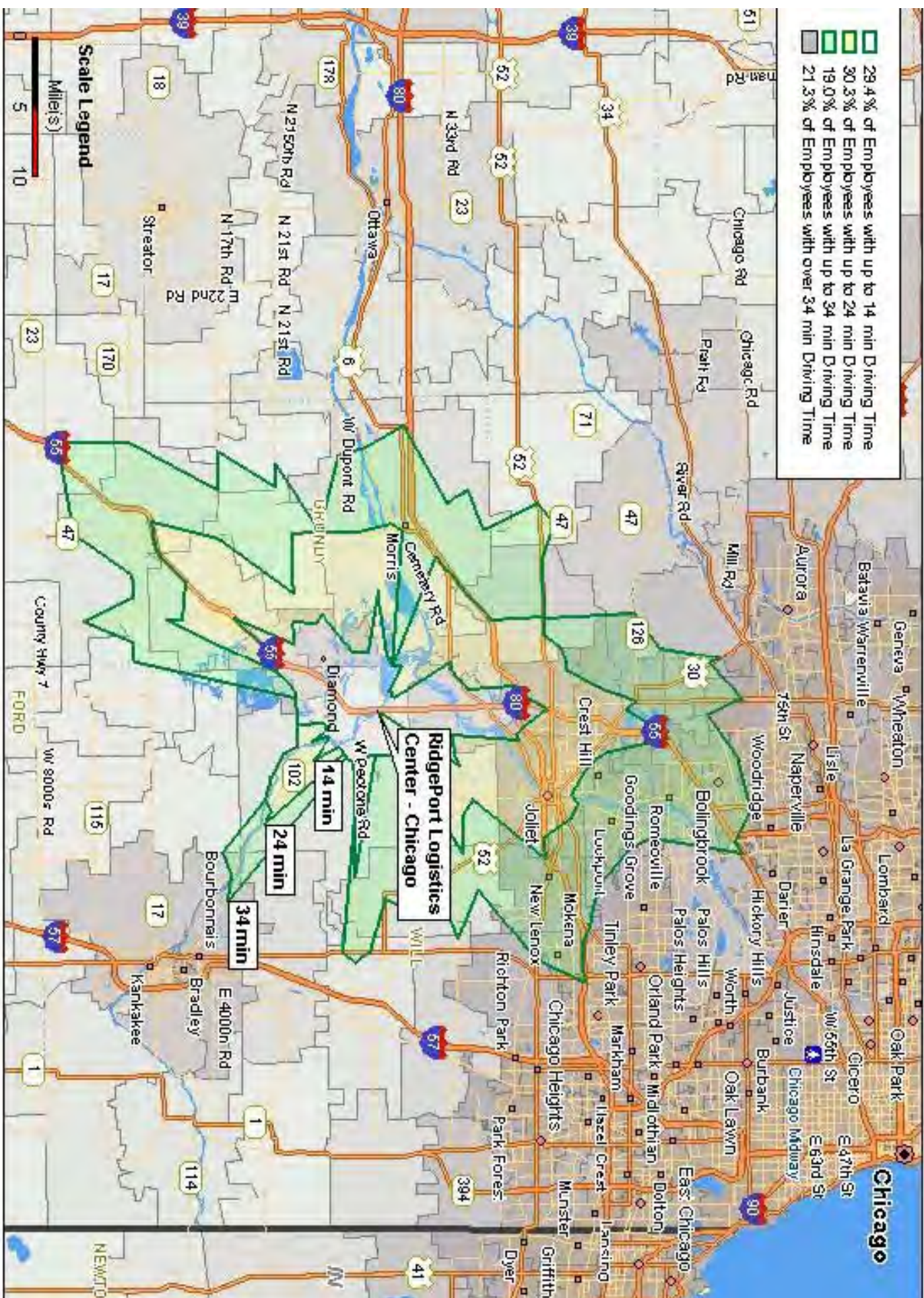
TO/FROM	EMPLOYEES	TRUCKS
NORTH	65	76
SOUTH	23	22 (2% East via IL 129)
WEST	10	2
EAST (via E. Frontage Rd)	2	0
TOTAL	100	100

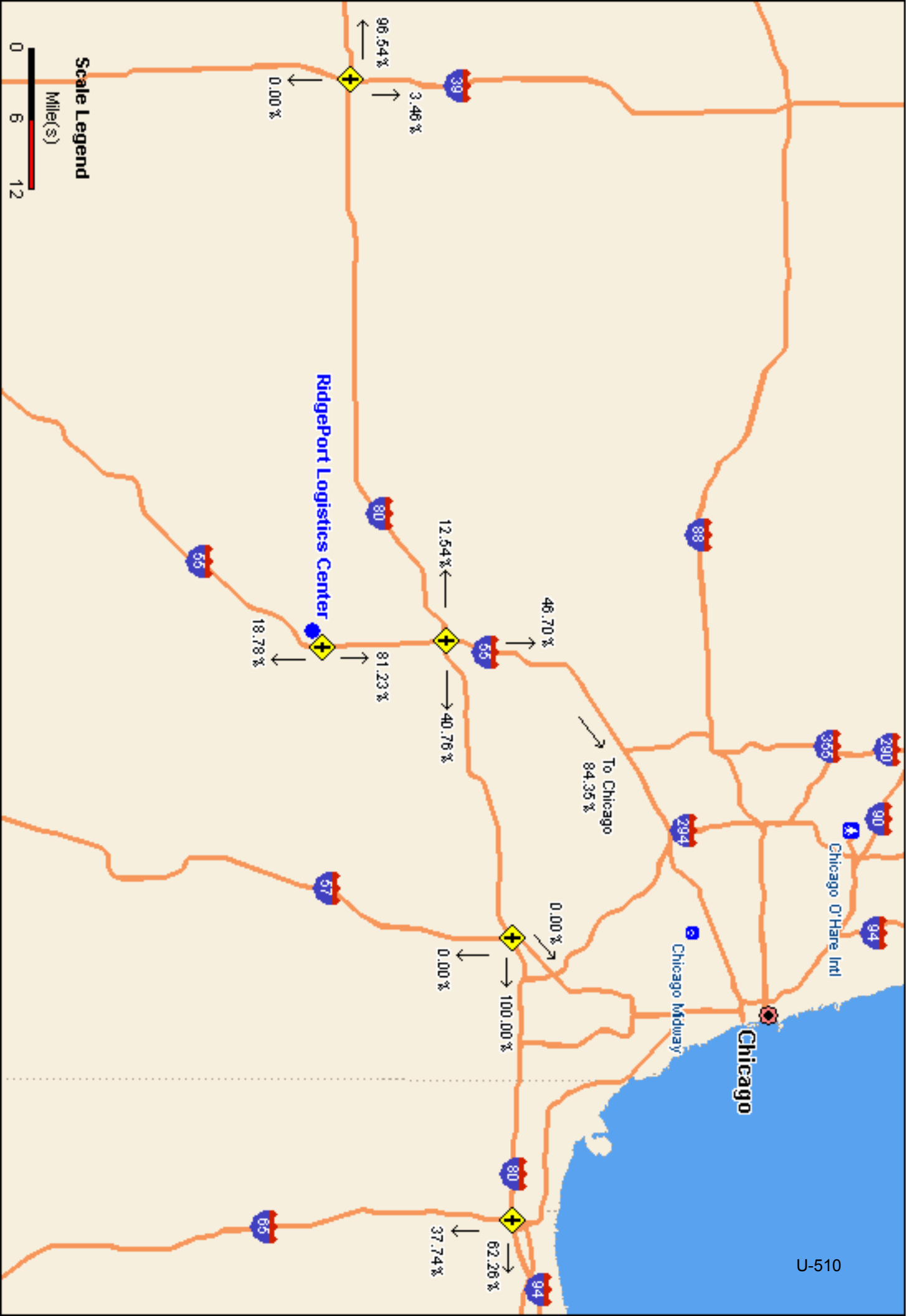
Ms. Mitchell also requested to discuss trip generation. It is known that a truck stop or travel plaza is proposed for the site. The ITE Trip Generation Manual does not have a classification for the subject land use. The trip generation for this land use was estimated by halving the gas station with convenience mart values. This was an assumption method that was approved by IDOT. Ms. Mitchell was not comfortable that the true extent of the proposed land use was captured. The travel plaza generally includes a sit-down restaurant, truck and passenger vehicle fueling stations, truck service and truck wash, and a convenience mart. These uses are not exhibited by the land use of service stations with convenience mart alone.

Ms. Mitchell surveyed the ITE website for published data in relation to travel plaza's. A study performed in Evansville, IN along the I-65 corridor was obtained from the website. Ms. Mitchell provided the study to IDOT. The City of Evansville authorized the use of the document in conjunction with the 7th Edition of the ITE Trip Generation Manual. Ms. Mitchell recommends the use of this document instead of the previously aforementioned process. The daily trips are actually higher than previously identified, but Ms. Mitchell is comfortable with the study data versus assuming a process. IDOT concurred with this approach.

Based upon the above detailed discussion, Ms. Mitchell will provide an updated study that details the trip rates, actual trips, and distribution for the proposed development.

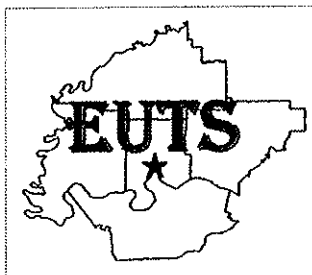
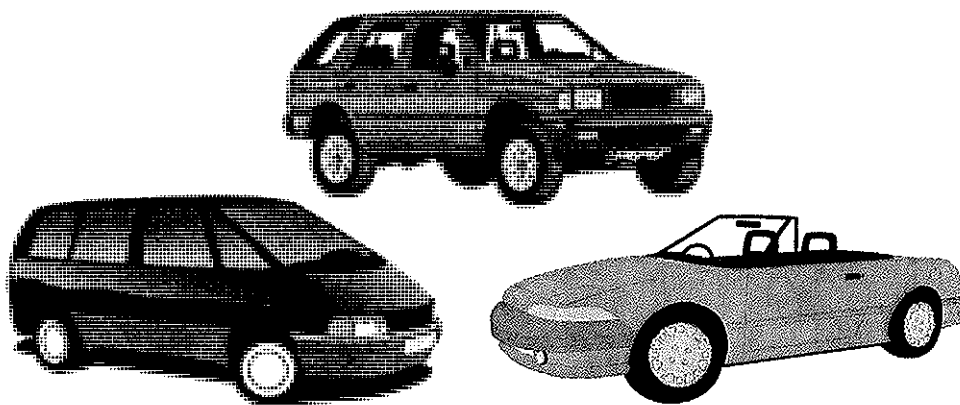
The above summation is Metro's interpretation of the items discussed and conclusions reached at the referenced meeting. If any additions and/or modifications to these minutes are required, please provide these requests in written to Metro within 10 business days. Otherwise, the meeting minutes, as described herein will remain as written.





Trip Generation Report

2001



EVANSVILLE URBAN TRANSPORTATION STUDY

2001 Trip Generation Report

As a supplement to the
1997 Trip Generation Report

Prepared By:
EVANSVILLE URBAN TRANSPORTATION STUDY
1 NW Martin Luther King Boulevard
Room 316 – Civic Center Complex
Evansville, IN 47708



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ACKNOWLEDGEMENTS

EVANSVILLE URBAN TRANSPORTATION STUDY POLICY COMMITTEE

Mr. Stephen Melcher	-	Chairman, City of Evansville
Mr. Jack Corn	-	Evansville City Council Appointment
Mr. Russell G. Lloyd, Jr.	-	Mayor, City of Evansville
Mr. Chris Schmidt	-	Mayoral Alternate
Ms. Catherine Fanello	-	Vanderburgh County Commissioner
Mr. Jeffrey Broughton	-	Henderson City Manager
Ms. Mae Mason	-	Newburgh Town Board
Mr. Lloyd Winnecke	-	Vanderburgh Co. Council
Mr. Jack Pike	-	Warrick County Commission
Mr. J. Bryan Nicol	-	INDOT (NV)
Mr. John Baxter	-	Indiana FHWA (NV)
Ms. Joyce Newland	-	Indiana FHWA (NV)
Ms. Janet McCabe	-	Indiana DEM (NV)
Ms. Rosemarie Jenkins	-	FTA (NV)
Mr. Jose Sepulveda	-	Kentucky FHWA (NV)
Mr. James C. Codell, III	-	KY Transp. Cabinet (NV)
Mr. Michael Hill	-	KY Transp. Cabinet (NV)
Mr. Edward H. Merryman	-	KY Transp. Cabinet (NV)
Ms. Lona Brewer	-	KY Division of Air Quality (NV)

EVANSVILLE URBAN TRANSPORTATION STUDY

Ms. Rose M. Zigenfus	-	Executive Director
Ms. Pamela Drach	-	Deputy Director/Chief Engineer
Ms. Jennifer Simpson	-	Transportation Engineer
Mr. Seyed Shokouhzadeh	-	Senior Transportation Planner
Mr. Brian Howard	-	Transportation Planner
Mr. Doug Lane	-	Transportation Planner
Vacant	-	Transportation Planner
Ms. Kari Schneider	-	Grants Manager
Ms. Charlotte Vanhooser	-	Bookkeeper
Ms. Lauri Lutz	-	Secretary

(NV) = Non-Voting

TECHNICAL TRANSPORTATION COMMITTEE

Mr. Barbara Cunningham	-	Chairman, Vanderburgh Area Plan Commission
Mr. Pat Keepes	-	Vice-Chairperson, Evansville City Engineer
Ms. Sherry Snodgrass	-	American Medical Response
Ms. Sandra Worman	-	ARC Industry
Mr. Steve Watson	-	CSX Transportation
Ms. Theo Boots	-	Evansville ARC
Mr. Brent Grafton	-	Evansville Board of Public Safety
Mr. Mike Feltz	-	Evansville Chamber of Commerce
Ms. Sally Lambert	-	Evansville Chamber of Commerce
Mr. Michael Osborne	-	Evansville Dpt. of Metropolitan Development
Mr. Kerry Kamp	-	Evansville Dpt. of Transportation & Services
Ms. Dona Bergman	-	Evansville Environmental Protection Agency
Lt. John Schnacke	-	Evansville Police Department
Mr. Robert Working	-	Evansville Regional Airport
Mr. Herb Butler	-	Evansville Water & Sewer
Ms. Joyce Newland	-	Federal Highway Administration (Indianapolis)
Mr. Anthony DeSimone	-	Federal Highway Administration (Indianapolis)
Mr. Glen Jilek	-	Federal Highway Administration (Kentucky)
Ms. Rosemarie Jenkins	-	Federal Transit Administration (Chicago)
Ms. Gina Boaz	-	Green River Area Development District
Ms. Pan Whitter	-	Henderson Area Rapid Transit
Mr. John Stroud	-	Henderson City Engineer
Mr. William Hubiak	-	Henderson County Engineer
Mr. William Howard	-	Henderson County Riverport
Ms. Janet McCabe	-	Indiana Dpt. of Environmental Management (Indianapolis)
Mr. Brian Jones	-	Indiana Dpt. of Transportation (Indianapolis)
Mr. Emmanuel Nsonwu	-	Indiana Dpt. of Transportation (Indianapolis)
Mr. Dale Lucas	-	Indiana Dpt. of Transportation (Vincennes)
Mr. Jerry Russell	-	Indiana Dpt. of Transportation (Vincennes)
Mr. Charles Fooks	-	Indiana Southern Railroad
Mr. Charles Schaub	-	Kentucky Transportation Cabinet (Frankfort)
Mr. John Connell	-	Metropolitan Evansville Transit System
Ms. Nancy L. Burns	-	Mt. Vernon Chamber of Commerce
Ms. Shirley James	-	Pigeon Creek Greenway Passage
Ms. Helen Hauke	-	Princeton Chamber of Commerce
Mr. Derek Dillon	-	River City Taxi
Ms. Nancy Cassidy	-	SIRS Inc.
Mr. Bud Farmer	-	Southwind Maritime Centre
Mr. Jerry Hays	-	Traffic Superintendent
Mr. John Stoll	-	Vanderburgh County Engineer
Mr. Gary Gentry	-	Warrick Co. Economic Development
Ms. Sherri Phillips	-	Warrick Co. Plan Commission
Rev. Kimron Reising	-	Westside Improvement Association

D. Truck Stop/Travel Center

Two truck stops with travel centers were analyzed. These truck stops each contained over 10,000 square feet. The trip generation data provided relates the building size and the number of trip ends. The analysis shows a very weak correlation between building size (square footage) and trip ends. Therefore, no equations are provided. General rates are provided for future use. It is important, however, to look at the age of each truck stop. One of the truck stops studied has been doing business in the same location for over 20 years. The other truck stop is relatively new (less than 5 years old). The vast differences in trip generation would likely be associated with the age of the facility rather than its square footage. Presently the ITE Manual does not contain any information on truck stops; therefore, the data collected cannot be compared at this time. The information collected is provided on the following pages. See Figures 11 through 15 on pages 14-18.

E. Gas Station with Convenience Store and Fast Food Restaurant

Each of the 5 gas locations studied consisted of gasoline pumps, a store to purchase convenience foods, newspapers, magazines, etc., as well as a fast-food restaurant. The morning peak hours at these facilities were 7:00am and 11:00am. Only 1 of the 5 locations studied had its peak morning hour at 7:00am. The afternoon peak hours were at 12:00pm, 3:00pm, and 5:00pm. See Figures 16 through 20 on pages 19-23 for graphical results.

IV. COMPARISON OF RATES

A comparison of the locally developed trip generation rates with the ITE *Trip Generation* rates is summarized in Table 2 on page 24. Only those land uses that are currently included in the *Trip Generation* manual were used for comparison. The local rates ranged from 7% to 70% different than the ITE rates. The rates for subdivisions showed the least amount of disparity with differences ranging from 11% to 25%. The EUTS rates for the gas station combinations experienced the greatest difference from the ITE rates ranging from 57% to 70%. When compared with the ITE data, the results from the EUTS study are much lower. The facilities studied by ITE were located primarily at interstate or highway interchanges. Those sites studied by EUTS were not. This could easily account for the large differences between the EUTS data and the ITE data.

Sample size limitations may have attributed to the differences between the ITE published rates and locally developed rates. The ITE manual is based on an extensive amount of data from a national database while the EUTS analysis is based on the observations of a limited number of land uses and sites.

Truck Stop/Travel Center

Average Vehicle Trip Ends vs: Square Footage
On a: Weekday

Number of Studies: 2

Avg. Sq. Footage: 10,304

Distribution: 39% Entering / 61% Exiting

Trip Generation per Thousand Square Feet

Average Rate	Range of Rates	Standard Deviation
87.48	11.00 - 163.95	108.15

Data Plot and Equation

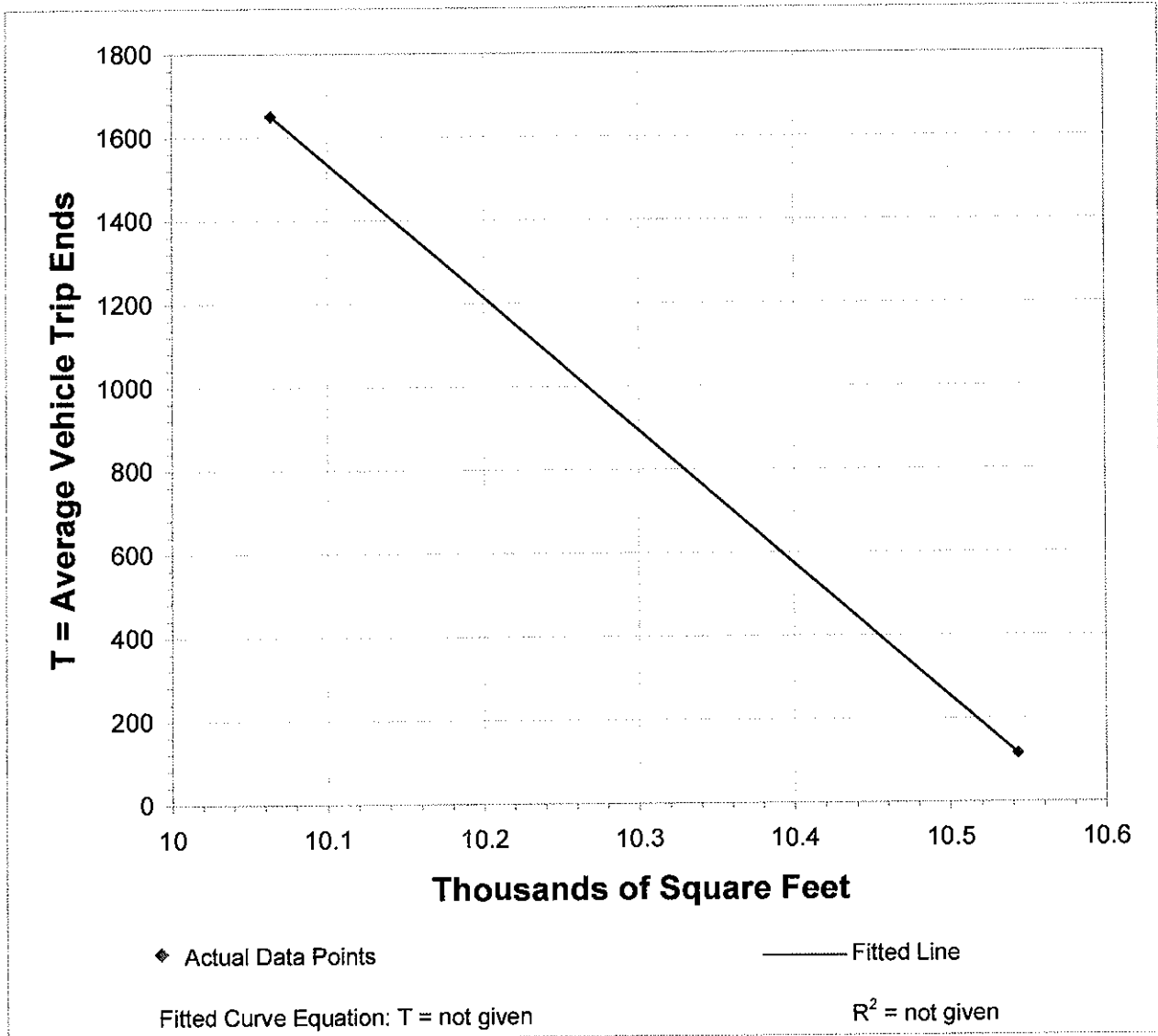


FIGURE 11

Truck Stop/Travel Center

Average Vehicle Trip Ends vs: Square Footage
On a: AM Peak of
Adjacent Street

Number of Studies: 2
Avg. Sq. Footage 10,304
Distribution: 16% Entering / 84% Exiting

Trip Generation per Thousand Square Feet

Average Rate	Range of Rates	Standard Deviation
4.21	0.38 - 8.05	5.42

Data Plot and Equation

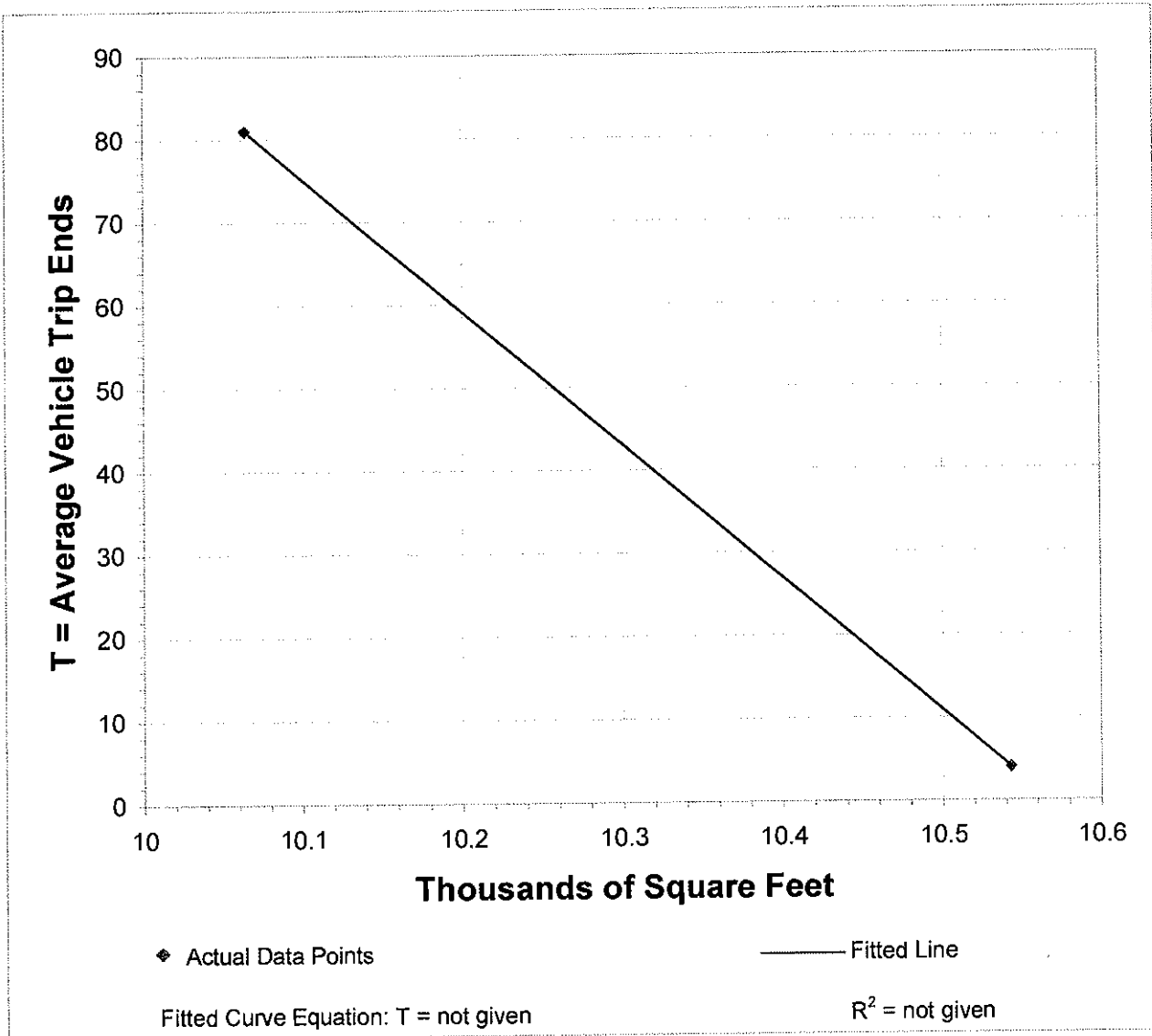


FIGURE 14

Truck Stop/Travel Center

Average Vehicle Trip Ends vs: Square Footage
On a: PM Peak of
Adjacent Street

Number of Studies: 2
Avg. Sq. Footage 10,304
Distribution: 47% Entering / 53% Exiting

Trip Generation per Thousand Square Feet

Average Rate	Range of Rates	Standard Deviation
5.59	1.04 - 10.14	6.43

Data Plot and Equation

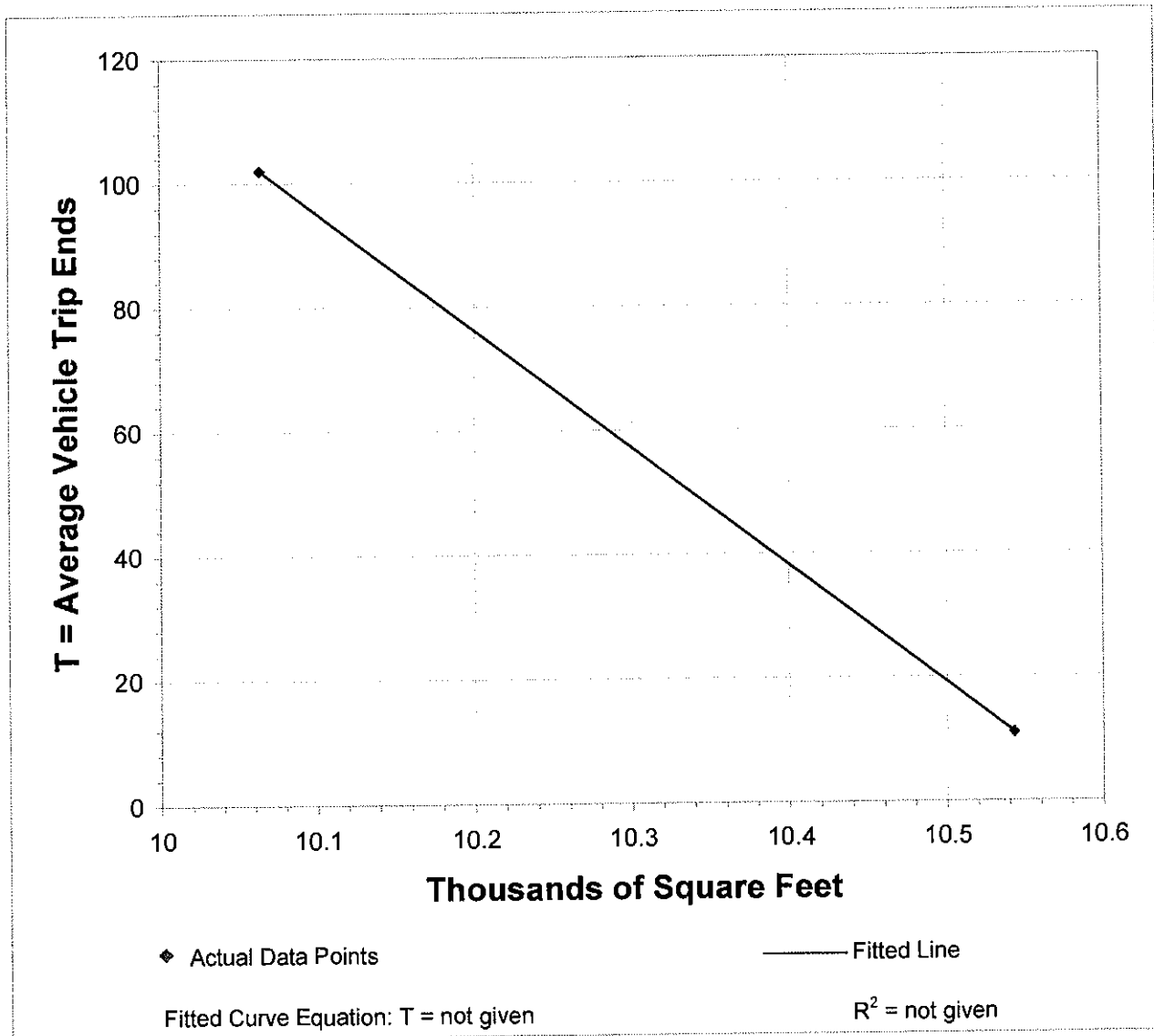


FIGURE 15

TABLE 1

Analysis Results*Given as average trip ends with respect to independent variable*

Land Use	Independent Variable	Weekday	Generator		Adjacent Street	
			AM Peak	PM Peak	AM Peak	PM Peak
Subdivision	No. of Homes	11.57	1.02	1.14	0.95	1.01
Retirement Community	No. of Dwelling Units	3.93	0.35	0.39	0.26	0.30
Automated Teller Machine (ATM)	No. of ATMs/Lanes	177.44	13.56	15.89	9.33	13.89
Truck Stop/Travel Center	Thousand Sq. Ft.	87.48	5.25	5.59	4.21	5.59
Gas Station w/ Convenience Store & Fast Food Restaurant	Thousand Sq. Ft.	416.79	33.84	35.97	26.33	28.52

TABLE 2

Comparison of ITE and EUTS Rates

Land Use	Time Frame	ITE Rate	EUTS Rate	Difference
Subdivision	Weekday	9.55	11.57	17%
	AM Peak Generator	0.76	1.02	25%
	PM Peak Generator	1.02	1.14	11%
	AM Peak of Adjacent St.	0.74	0.95	22%
	PM Peak of Adjacent St.	1.01	1.01	0%
Retirement Community	Weekday	N/A	3.93	N/A
	AM Peak Generator	0.29	0.35	17%
	PM Peak Generator	0.34	0.39	13%
	AM Peak of Adjacent St.	0.17	0.26	35%
	PM Peak of Adjacent St.	0.28	0.30	7%
Gas Station with Convenience Store & Fast Food Restaurant	Weekday	N/A	416.79	N/A
	AM Peak Generator	78.06	33.84	57%
	PM Peak Generator	97.14	35.97	63%
	AM Peak of Adjacent St.	77.68	26.33	66%
	PM Peak of Adjacent St.	96.37	28.52	70%



City of Wilmington

February 2010



EXECUTIVE SUMMARY

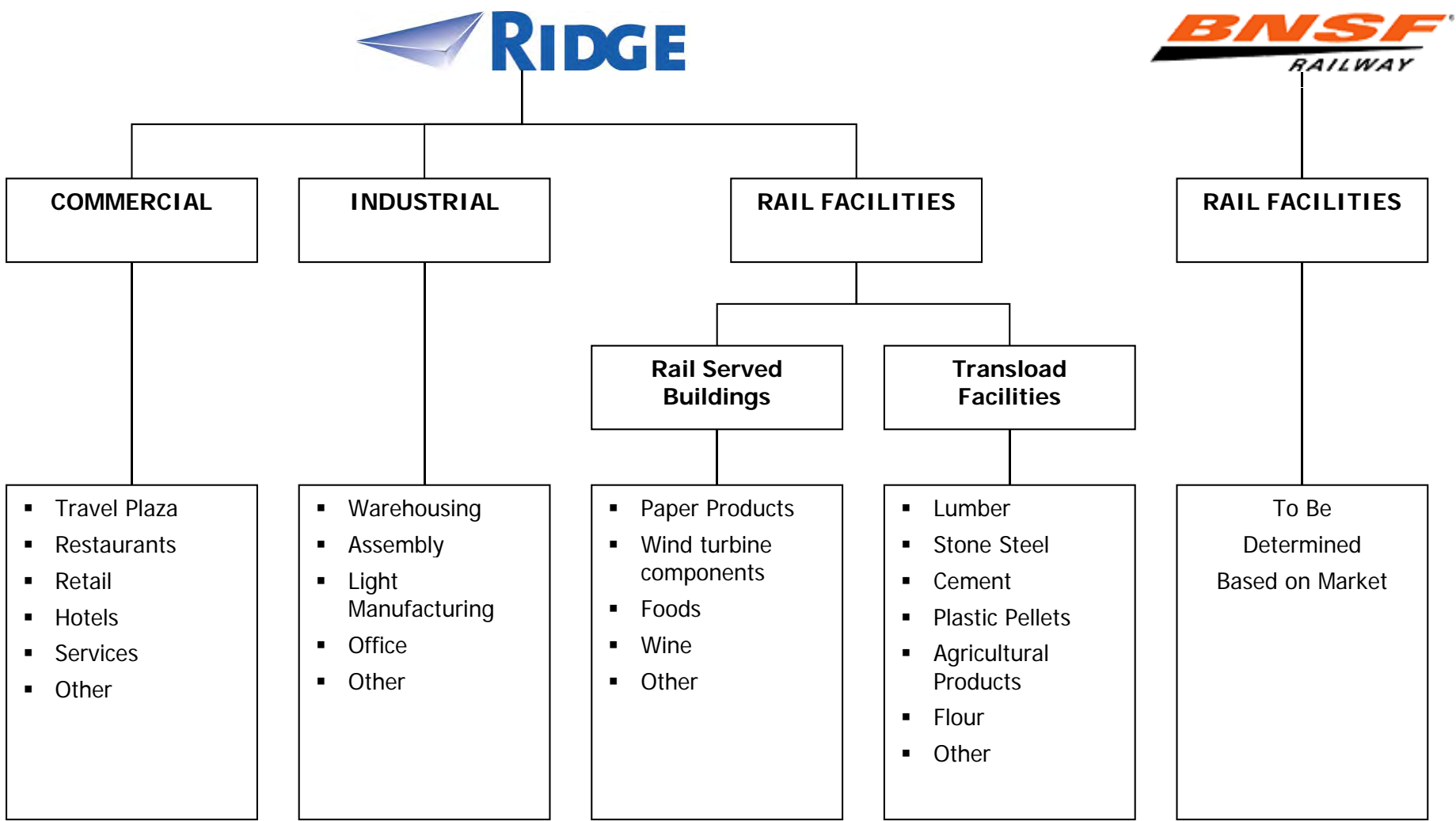


Project Name:	RidgePort Logistics Center
Location:	9 Miles South of the I-55 / I-80 Interchange Will County, Illinois
Current Intermodal Hub:	Logistics Park Chicago (BNSF) – 9 Miles North (driving distance)
Interchange:	I-55 & Lorenzo Road & Future New Interchange at I-55 & IL-129
Developers:	Ridge Property Trust ("Ridge") and the Burlington Northern Santa Fe Railway ("BNSF Railway")
Vertical Product:	Up to 23 Million Square Feet of Industrial, Warehousing and Logistics buildings and 70 acres of commercial development
Rail Service:	BNSF Railway

AERIAL RENDERING

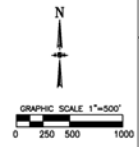


RIDGEPORT PROPERTY USES



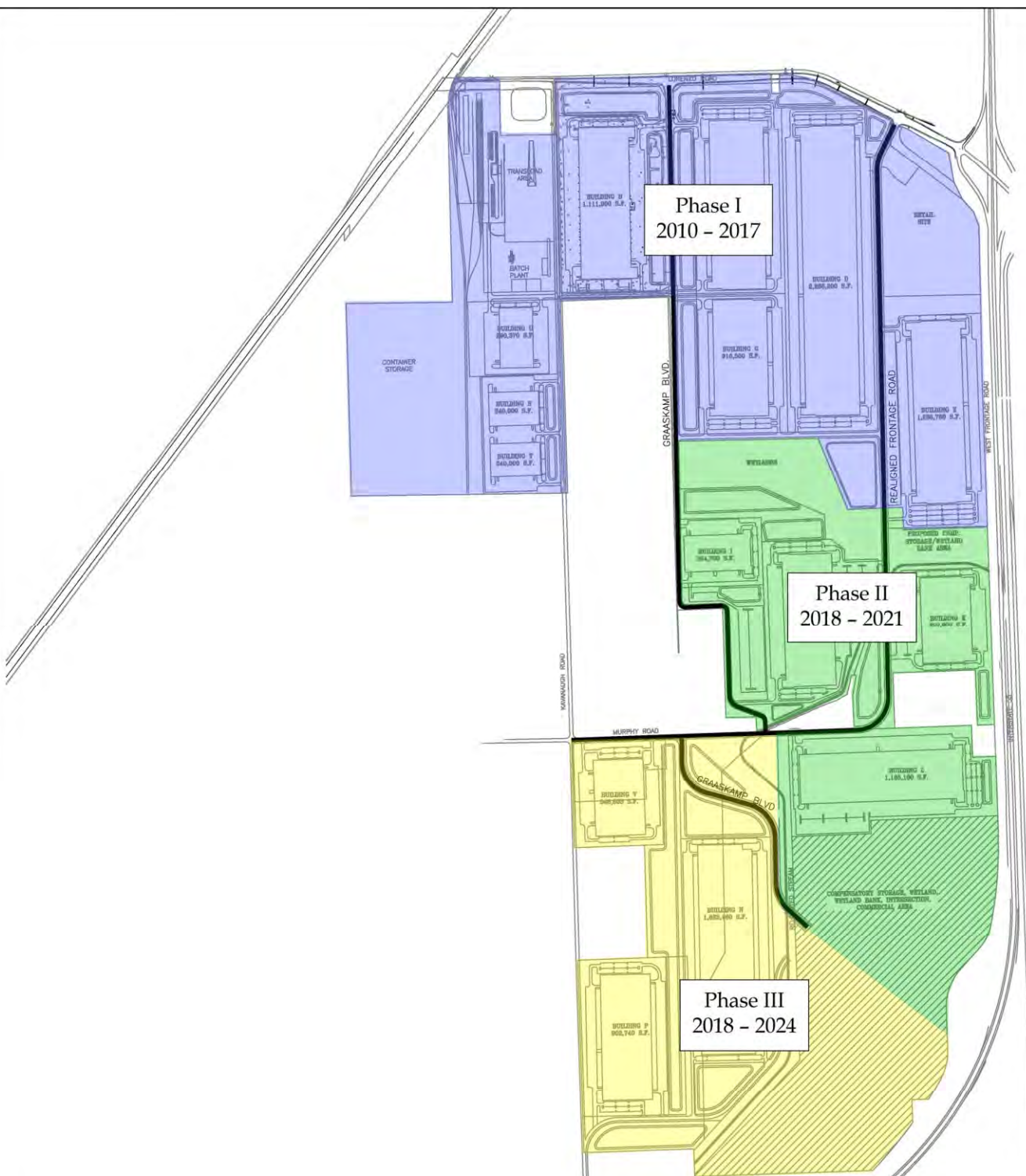


NOTE:
ALIGNMENTS OF THE PRIMARY ROADS
ARE SUBJECT TO FINAL APPROVAL

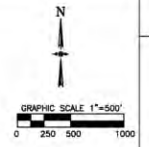


No.	Description	Date
1	DEPICTION OF PRIMARY ROADS	
2	RIDGEPORT LOGISTICS CENTER	
3	RIDGE PROPERTY TRUST	
4	WILMINGTON, ILLINOIS	
5	JACOB & HEFNER ASSOCIATES, INC.	
6	ENGINEERS & SURVEYORS	
7	1551 S. MICHIGAN ROAD, SUITE 200	
8	CHANDLER, ILLINOIS 60611	
9	PHONE: (630) 629-4600	
10	FAX: (630) 629-4601	

1"=500'



NOTE:
ALIGNMENTS OF THE PRIMARY ROADS
ARE SUBJECT TO FINAL APPROVAL



PRIMARY ROAD

2/2/10	Date
	Description
No.	
DEPICTION OF PRIMARY ROADS RIDGEPORT LOGISTICS CENTER RIDGE PROPERTY TRUST WILMINGTON, ILLINOIS	
JACOB & HEFNER ASSOCIATES, INC. ENGINEERS • SURVEYORS 1001 S. MAIN ST., SUITE 200 OAK BROOK, ILLINOIS 60151 PHONE: (630) 682-4400 FAX: (630) 682-4601	
1"=500'	

Note: South Commercial Area location will be contingent on future interchange design.



Rail Facilities

JACOB & HEFNER ASSOCIATES, INC.
ENGINEERS • SURVEYORS
1901 S. Meyers Road, Suite 350
OAKBROOK TERRACE, IL 60181
PHONE: (830) 662-4600
FAX: (830) 662-4601

1"=500'

COMMERCIAL DEVELOPMENT



North Commercial

- 40 Acres (Expandable)
- Travel Plaza
- Hotels
- Restaurants
- Office
- Retail/Services

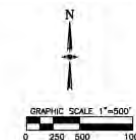
South Commercial

- 30 Acres (Expandable)
- Travel Plaza
- Restaurants
- Retail/Services

STATE-OF-THE ART FACILITIES



NOTE:
ALIGNMENTS OF THE PRIMARY ROADS
ARE SUBJECT TO FINAL APPROVAL



Commercial

Industrial/
Distribution

Rail
Facilities

DEPICTION OF PRIMARY ROADS
RIDGEPORT LOGISTICS CENTER
RIDGE PROPERTY TRUST
WILMINGTON, ILLINOIS

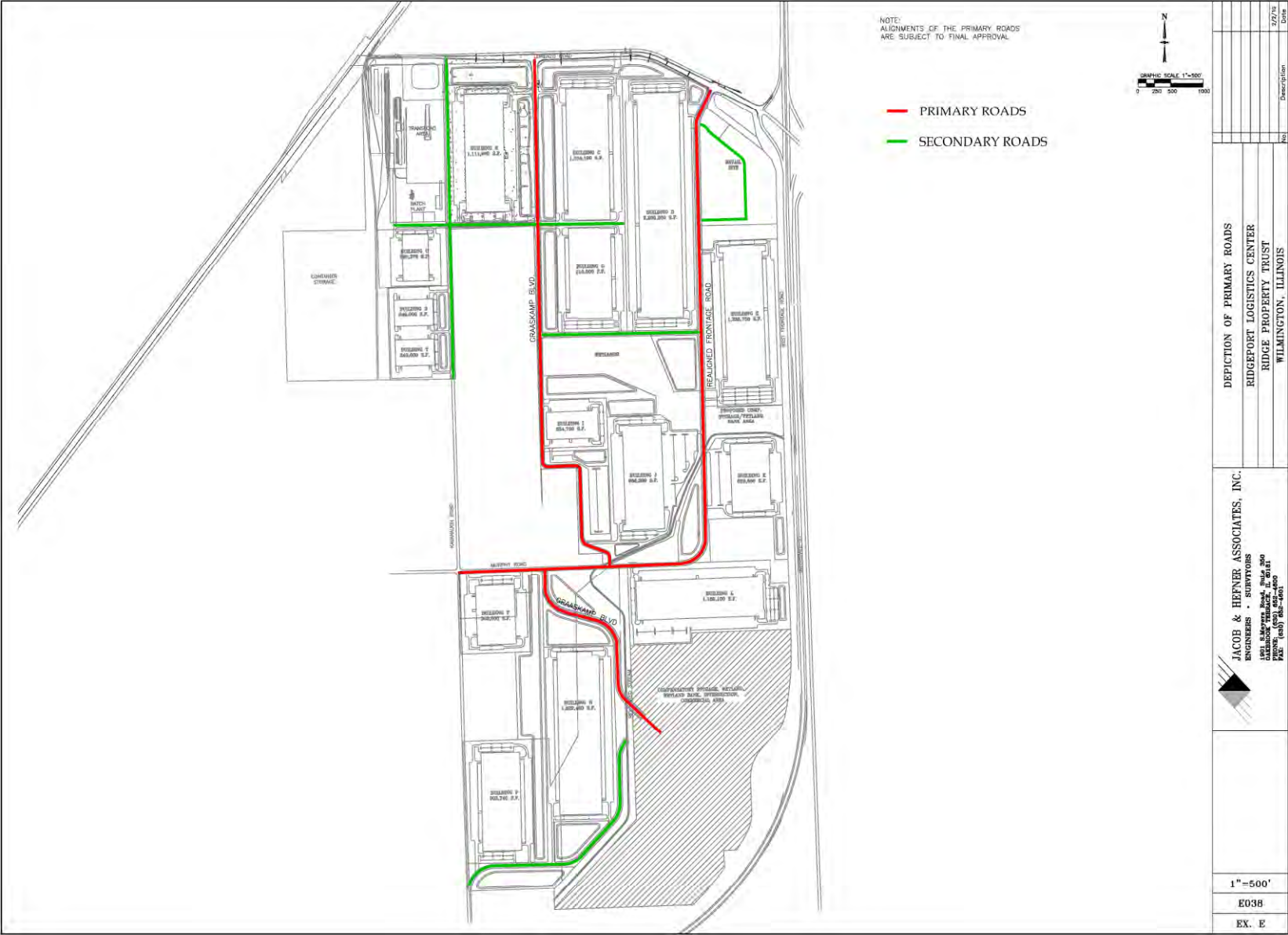
JACOB & HEFNER ASSOCIATES, INC.
ENGINEERS • SURVEYORS
1851 S. WILMINGTON BLVD., SUITE 200
OAKBROOK, ILLINOIS 60151
PHONE: (630) 652-4400
FAX: (630) 652-4401

1"=500'

TYPICAL TRANSLOAD PRODUCTS



PRIMARY & SECONDARY ROADS



RIDGEPORT ROADWAYS

Primary Thoroughfares

- Roadways that serve to connect the Subject Property to public streets outside of the Subject Property
- Generally depicted as two (2) north/south roadways and interconnecting east/west roadways
- Dedicated to the City of Wilmington
- City of Wilmington provides for the maintenance and repair of the roadways
- During the TIF Period, if the cost of the roadway maintenance and repairs exceed the amount of real estate taxes collected in the Wilmington Roads and Bridges fund for the RidgePort project, the shortfall is paid by the RidgePort Property Owner's Association

Example:

Annual Cost of Repairs and Maintenance:	\$ 50,000
Real Estate Taxes collected by the City of Wilmington's Roads and Bridges Fund for RidgePort Property:	\$ <u>(5,000)</u>
RidgePort Property Owner's Association:	\$ 45,000



RIDGEPORT ROADWAYS

Secondary Roadways

- All other roadways within the Subject Property that are not considered Primary Thoroughfares
- Secondary Roadways are not dedicated to the City of Wilmington, but are generally available for public use
- RidgePort Property Owner's Association pays for all maintenance and repair of the Secondary Roadways

PHOTO

Kavanaugh & Murphy Road

- Kavanaugh and Murphy Road will remain open for use of local residents until such time as another network of roadways is constructed
- Access to RidgePort buildings will not have direct access from Kavanaugh and Murphy Roads unless the roadways are reconstructed and improved.

PHASE I ROADS



PHASE I, II & III ROADS



**THERE WILL BE NO
FINANCIAL OBLIGATION
PROVIDED BY THE CITY
OF WILMINGTON.**

WHAT IS TAX INCREMENT FINANCING?



Tax Increment Financing (TIF) is a municipal finance tool which utilizes future property tax revenues generated by a prospect to stimulate new private investment in redevelopment areas.

A TIF:

- is not an additional tax
- is not a tax freeze
- is a redistribution of new tax revenues generated by our project to be used within the district
- is a tool to leverage private investment that is not likely to otherwise occur

A SIMPLE EXAMPLE

- Before TIF: property value \$10,000,000; taxes \$300,000
- After TIF spurs investment: property value \$30,000,000; taxes \$900,000
- \$600,000 “incremental” difference in annual taxes goes into TIF fund to pay project costs.



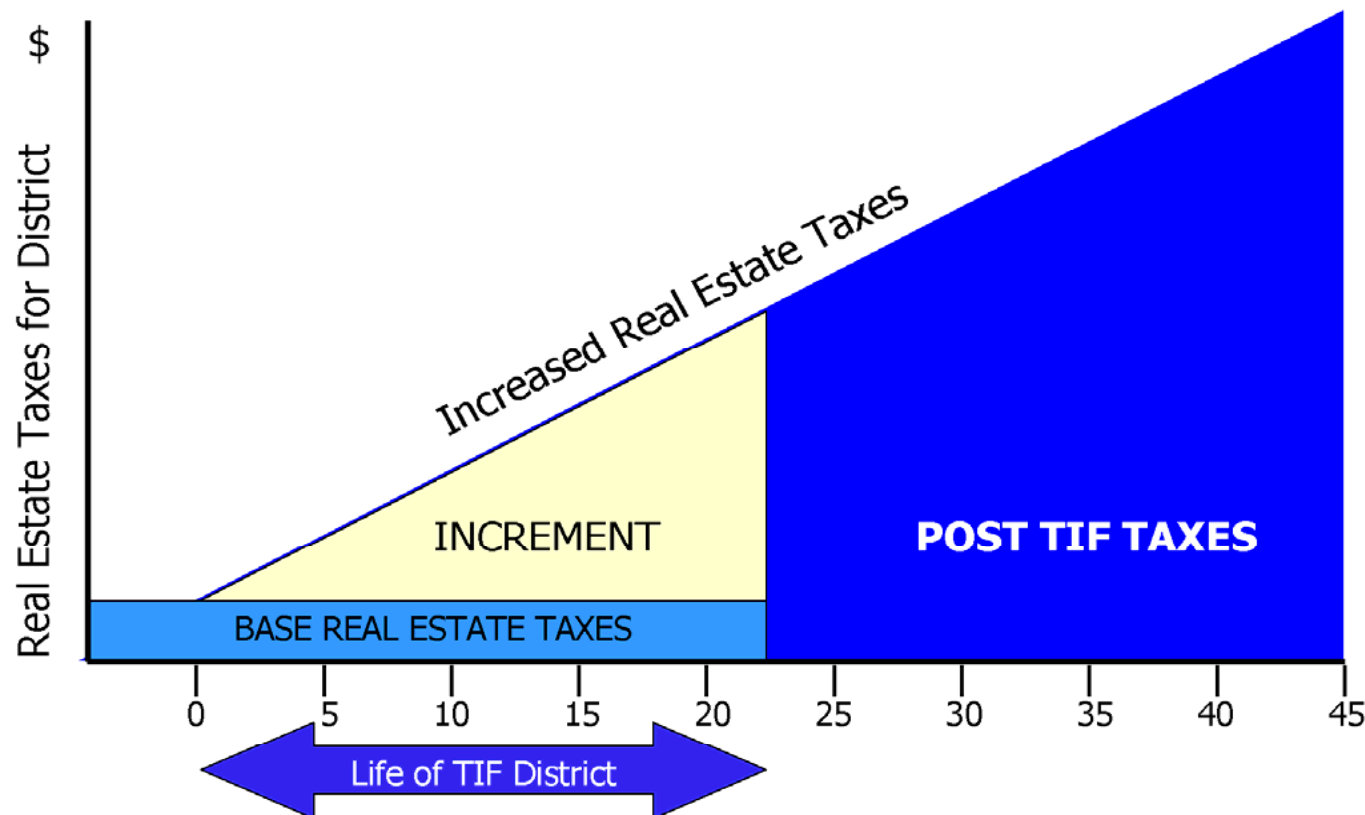
	Property Value	Real Estate Taxes
Before TIF	\$10,000,000	\$300,000 ^(A)
After TIF spurs investment	\$30,000,000	\$900,000
Incremental difference in annual taxes goes into TIF Fund to pay project costs for 23 years		\$600,000

(A) The full \$300,000 in Base EAV is distributed to taxing bodies.

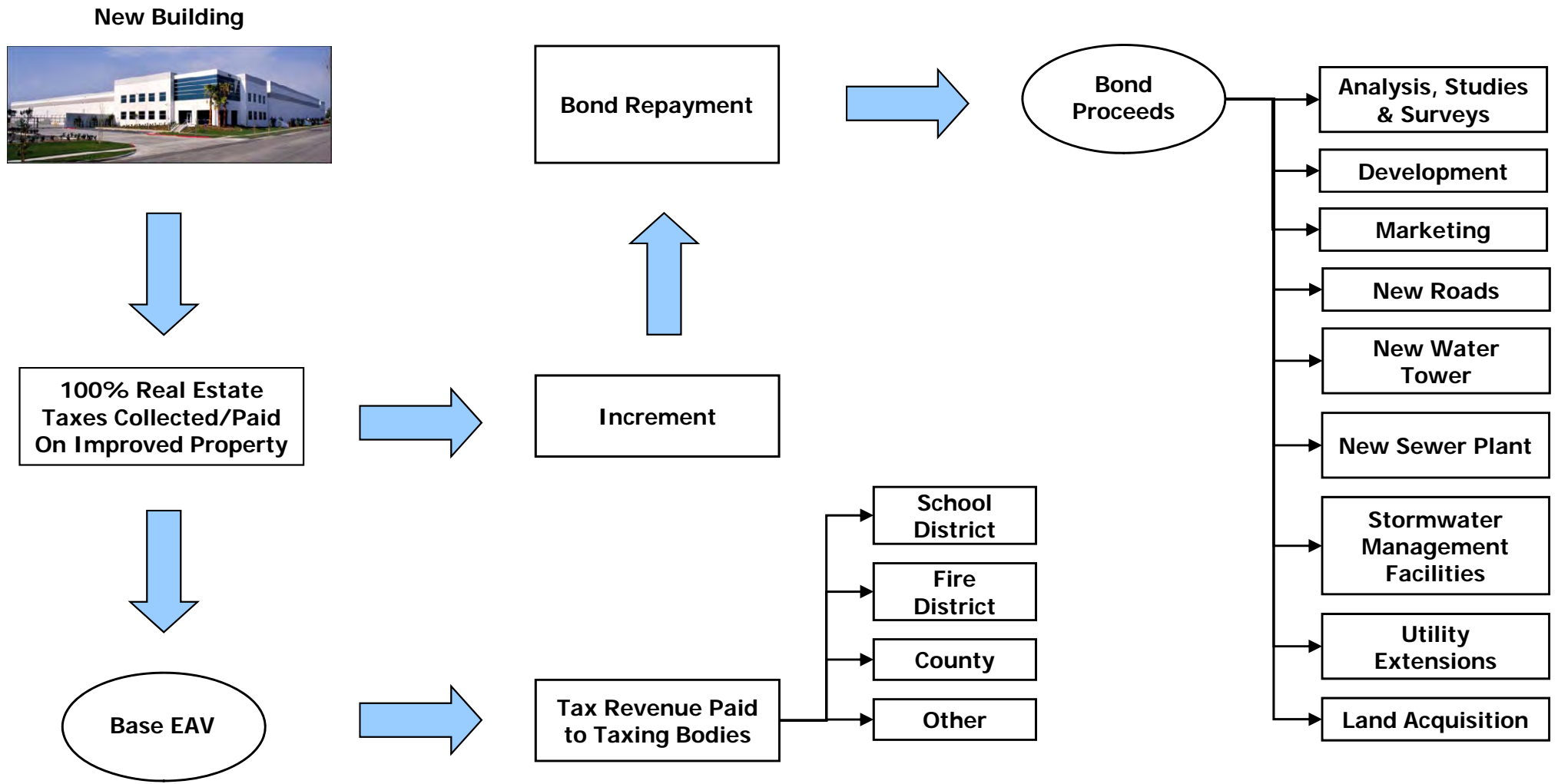
TAX INCREMENTAL FINANCING (TIF)

Tax Increment: the difference between the amount of property tax revenue generated before TIF district designation and the amount of property tax revenue generated after TIF designation.

Base EAV: Base Equalized Asset Value is the current real estate taxation in place.

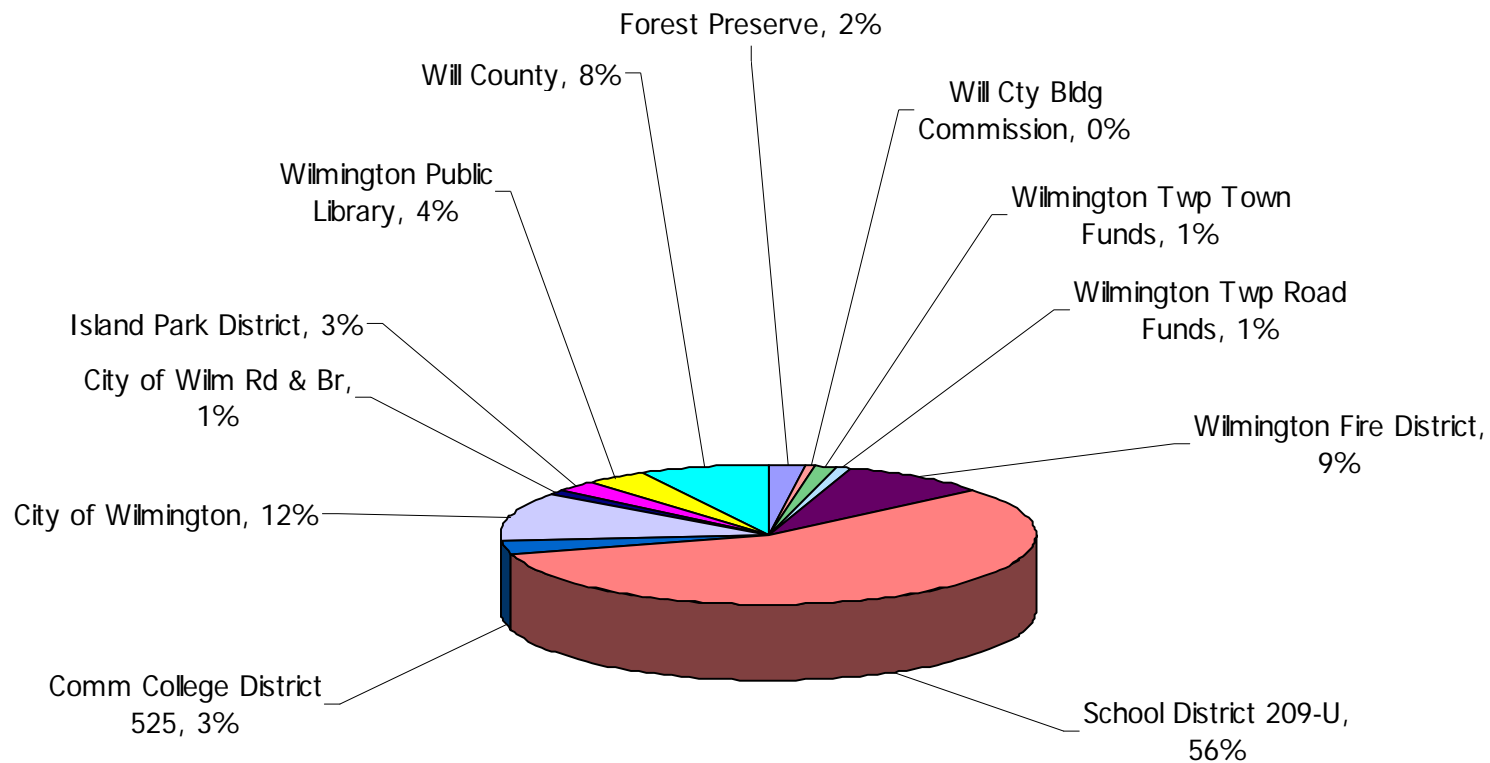


HOW DOES A BONDED TIF WORK?



TAXING BODY SUMMARY

Allocation of Taxes to Taxing Bodies



SCHEDULE OF PUBLIC IMPROVEMENTS

Land Acquisition	\$	32,074,000
Land Under Detention Ponds	\$	25,956,000
Land Under ROW	\$	6,118,000
Site Preparation	\$	34,390,153
Detention Pond Construction	\$	19,955,000
Common Area Landscaping	\$	1,200,000
Clearing & Grubbing	\$	3,892,692
Mass Grading / Building Site Utilities	\$	9,342,461
Public Improvements	\$	75,720,032
Public Utilities (Water, Sewer, Water Tower)	\$	11,500,000
Off-Site Roadways	\$	3,600,000
On-Site Roadways	\$	48,250,000
Signalization	\$	1,500,000
Construction Cost Escalations	\$	10,870,032
Allocable Soft Costs to Eligible Hard Costs	\$	13,664,605
Construction Management Fee	\$	4,631,472
Design & Consulting	\$	750,000
Architect	\$	4,671,230
Architect Reimbursables	\$	622,831
Landscape Architect	\$	311,415
MEP Engineering	\$	1,089,954
Masterplanning	\$	467,123
Civil Engineer (Buildings)	\$	936,313
Civil Engineer Reimbursables	\$	93,631
Surveying (ALTA, Etc.)	\$	90,635
Total TIF Eligible Project Costs	\$	155,848,790

ZONING SUMMARY

ECO-FRIENDLY INITIATIVES



- **Wetland Mitigation Bank**

- A mitigation bank is a wetland, stream, or other aquatic resource area that has been restored, established, enhanced, or (in certain circumstances) preserved for the purpose of providing compensation for unavoidable impacts to aquatic resources

- **449.18 Acres of Natural Habitat**

- Site has been engineered to preserve existing wetlands and provide natural habitats in the form of detention ponds and compensatory storage

- **Stormwater Management Program**

- Rain Gardens/Bio-Swales
- Naturalized Ponds
- Deep Water Outlet Detention Ponds



ECO-FRIENDLY INITIATIVES

• Solar Energy Generation

- Worldwide, solar currently provides less than one percent of electricity demand but is projected to supply 26% of the world's consumption by 2040.
- Due to market growth and increased capital for research and development, production costs for solar electricity are decreasing by five to seven percent per year.
- Using solar photovoltaic systems, we can generate a renewable electricity supply to provide our facilities with green energy, lessen our carbon footprint and reduce the need for traditional power plants to be built.

• Solar Energy Benefits

- Solar electricity generation produces no emissions
- The sun's radiation is a limitless resource
- No expensive transportation costs



Source: The Prometheus Institute for Sustainable Development

ECO-FRIENDLY INITIATIVES - ENERGY

- **Wind Energy Generation**

- A wind energy system transforms the kinetic energy of the wind into mechanical or electrical energy that can be harnessed for practical use.
- Wind energy system operations do not generate air or water emissions and do not produce hazardous waste.
- Wind energy systems do not deplete natural resources such as coal, oil, or gas, or cause environmental damage through resource extraction and transportation, or require significant amounts of water during operation.
- The U.S. Department of Energy has announced a goal of obtaining 6% of U.S. electricity from wind by 2020; current wind energy production is approximately 1%.



Source: American Wind Energy Association

ECO-FRIENDLY INITIATIVES



- **Geothermal Energy Generation**

- Heat from the Earth that can be accessed by drilling water or steam wells in a process similar to drilling for oil.
- Geothermal energy is an enormous, underused heat and power resource that is:
 - Clean (emits little or no greenhouse gases)
 - Reliable (average system availability of 95%)
 - Homegrown (making us less dependent on foreign oil)
- Geothermal resources range from shallow ground to hot water and rock several miles below the Earth's surface, and even farther down to the extremely hot molten rock called magma.

Source: U.S. Department of Energy

ECO-FRIENDLY INITIATIVES

- **Compost Program**

- Helps regenerate poor soils
- Avoids the production of methane and leachate formulation in landfills
- Prevents pollutants in storm water runoff from reaching surface water resources
- Less garbage haul-off which leads to less total waste
- Reduces the need for water, fertilizers, and pesticides
- Low-cost alternative to standard landfill cover and artificial soil amendments
- Extends municipal landfill life by diverting organic materials from landfills

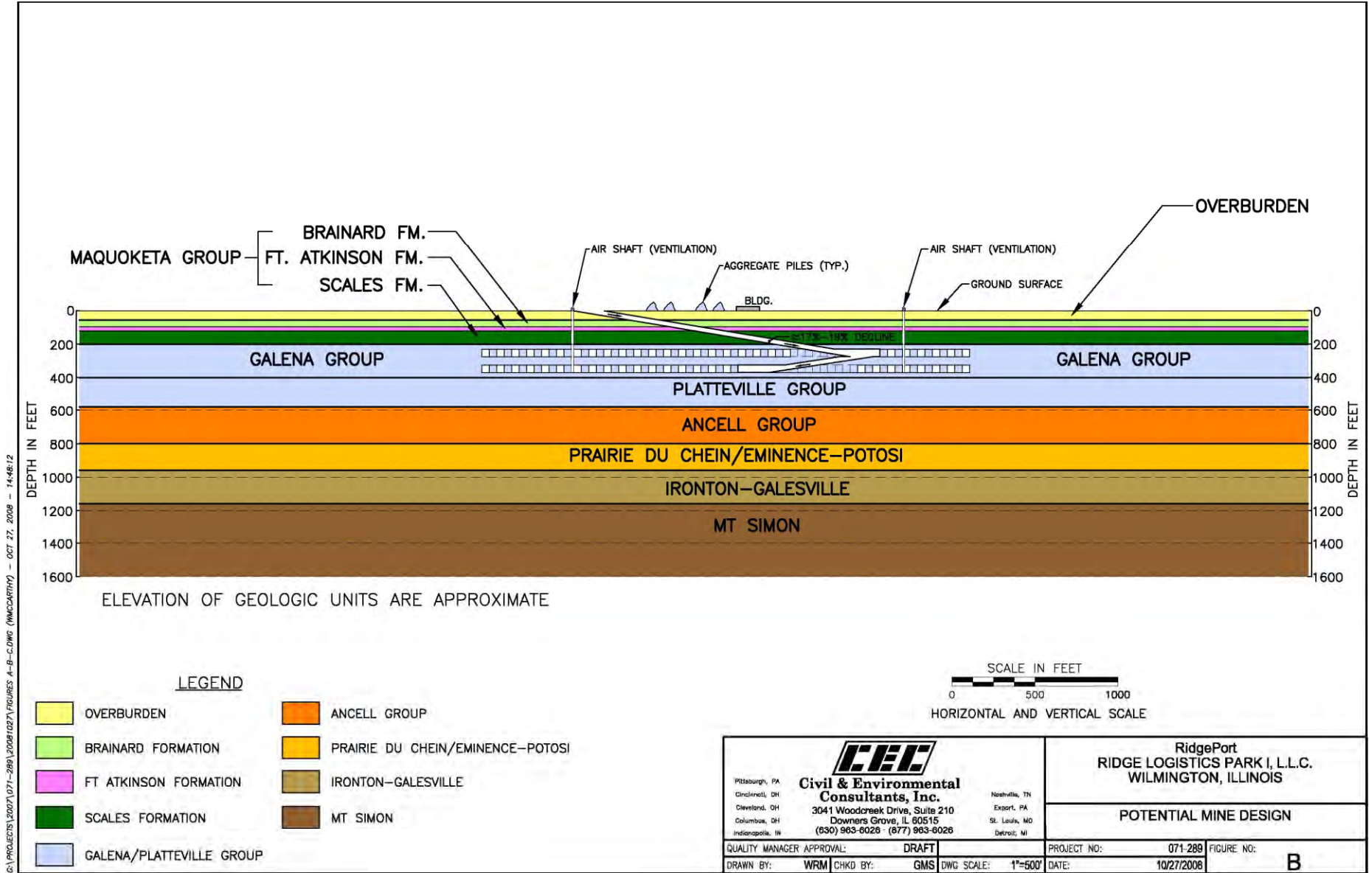
- **Sustainable Tree and Landscaping Materials Farm**

- Integrates the reforestation, managing, growing, nurturing and harvesting of trees with the conservation of soil, air and water quality, wildlife habitat and aesthetics



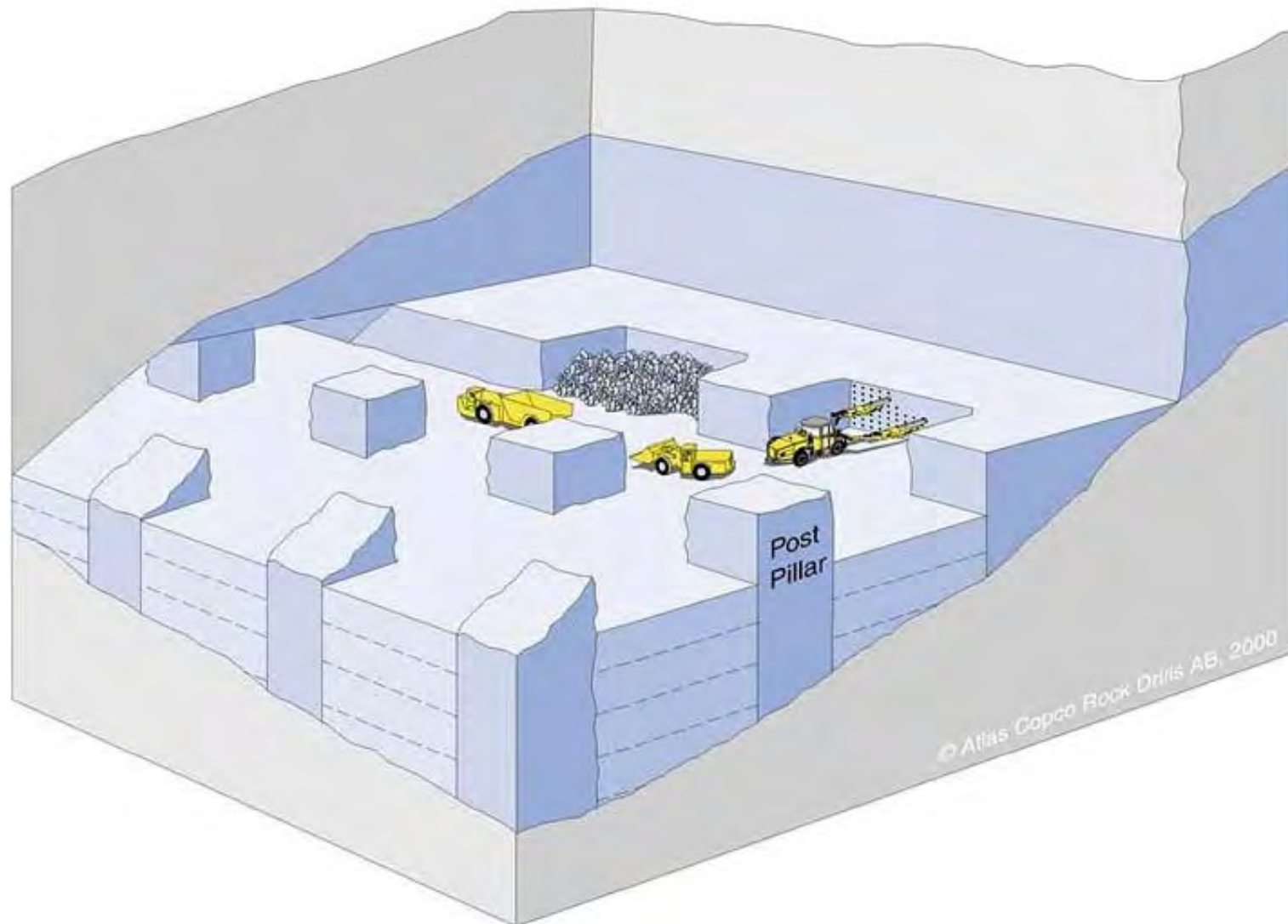
Source: Environmental Protection Agency

LIMESTONE MINE – PROPOSED DESIGN



MINE ZONING REGULATIONS

LIMESTONE MINE – ROOM & PILLAR DESIGN



UNDERGROUND LIMESTONE MINE – CHICAGO LOCATIONS

Vulcan Bartlett Mine

2000 Vulcan Blvd
Bartlett, IL 60103

Lafarge Joliet Inc.

2509 Mound Road
Joliet, IL 60436

Vulcan Bolingbrook Quarry

22700 111th Street
Naperville, IL 60564

Lafarge North Aurora

105 Conco Street
North Aurora, IL 60542

Vulcan Lemont Quarry

1361 North Joliet Road
Romeoville, IL 60446

Mining International, LLC

1955 Patterson Road
Joliet, IL 60436

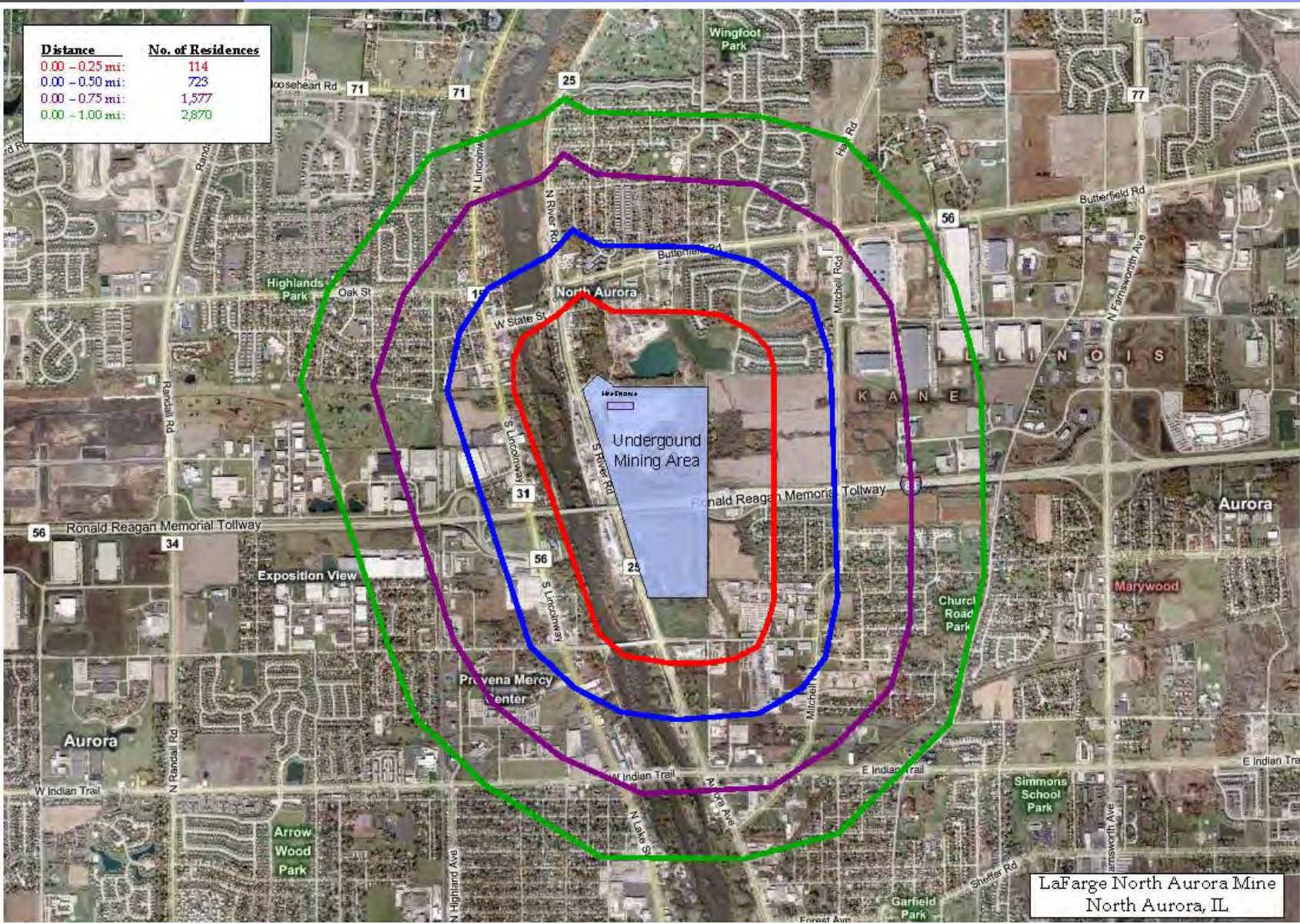
LaFarge Fox River Stone

7N394 McLean Blvd.
South Elgin, IL 60177

LIMESTONE MINE



LIMESTONE MINE PROXIMITY



WILMINGTON POLICE DISTRICT AGREEMENT

- Phase I: City adds 2 police officers, 1 squad car and an allowance of \$5,000 each year for equipment
- Phase II: City adds 2 police officers, 1 squad car and an allowance of \$5,000 each year for equipment
- Phase III: City adds 2 police officers, 1 squad car and an allowance of \$5,000 each year for equipment
- Police District may add additional officers upon the receipt of over 2,000 matters relating to the project
- Ridge responsible for the costs until the expiration of the TIF, subject to a contribution by the City equal to 50% of revenue collected in the General Fund from the Subject Property

PHOTO

WILMINGTON POLICE DEPARTMENT

Type	Structure	Year 1	Years 2-5	Years 6-25	Years 26-50	Years 1-50
CASH Payment for New Police Facility	\$50,000 Per Acre developed for the first 40 acres	\$775,000	\$725,000	\$500,000	\$0	\$2,000,000
Phase One (subject to cost sharing agmt)	2 New Police Officers / 1 New Squad Car / \$5,000 Equip. Allowance per yr	\$0	\$185,473	\$1,128,376	\$0	\$1,313,849
Phase Two (subject to cost sharing agmt)	2 New Police Officers / 1 New Squad Car / \$5,000 Equip. Allowance per yr	See Phase One	See Phase One	See Phase One	See Phase One	See Phase One
Phase Three (subject to cost sharing agmt)	2 New Police Officers / 1 New Squad Car / \$5,000 Equip. Allowance per yr	See Phase One	See Phase One	See Phase One	See Phase One	See Phase One
TOTAL WILMINGTON POLICE DEPARTMENT		\$775,000	\$910,473	\$1,628,376	\$0	\$3,313,849

WILMINGTON FIRE DISTRICT AGREEMENT

- \$0.50 per square foot of buildings being constructed
- \$0.025 per square foot of occupied industrial space
- Up to \$0.0175 per square foot for all new construction for all reasonably necessary plan review and inspection expenses
- 7,200 square foot Satellite Station upon completion of 5 million square feet of buildings



WILMINGTON FIRE DISTRICT

Type	Structure	Year 1	Years 2-5	Years 6-25	Years 26-50	Years 1-50
Operating Fund Payment	\$0.025 psf of occupied buildings annually during the TIF	\$0	\$470,470	\$5,355,920	\$0	\$5,826,390
Impact Payment	\$0.50 psf of buildings constructed	\$500,075	\$2,872,275	\$3,635,700	\$0	\$7,008,050
New Satellite Fire Protection Facility	7,200 sf Satellite Station upon completion of 5 million sf of buildings	\$0	\$1,500,000	\$0	\$0	\$1,500,000
Building Permit Review	100% of building permit review fees paid by Developer up to \$0.0175 psf	\$17,503	\$100,530	\$127,250	\$0	\$245,283
TOTAL WILMINGTON FIRE DISTRICT		\$517,578	\$4,943,275	\$9,118,870	\$0	\$14,579,723

CITY OF WILMINGTON GENERAL FUND

Type	Structure	Year 1	Years 2-5	Years 6-25	Years 26-50	Years 1-50
CASH Payment	\$500,000 within 12 mos of Annex.	\$500,000	\$0	\$0	\$0	\$500,000
CASH Payment	\$250,000 within 24 mos of Annex.	\$0	\$250,000	\$0	\$0	\$250,000
CASH Payment	\$250,000 within 36 mos of Annex.	\$0	\$250,000	\$0	\$0	\$250,000
Limestone Mine Royalty	\$0.05 per ton of stone extracted and sold	\$0	\$75,194	\$3,143,681	\$5,000,000	\$8,218,875
Limestone Allowance (FREE)	2,000 tons of free stone annually for period of 20 yrs	\$16,000	\$64,000	\$240,000	\$0	\$320,000
Limestone Allowance (COST)	2,000 tons of stone annually at operator's cost for period of 20 yrs	\$4,000	\$16,000	\$60,000	\$0	\$80,000
Building Permit Fee	1% of construction cost	\$270,441	\$1,774,643	\$2,892,187	\$0	\$4,937,271
100% of Sales Tax on Commercial Development		\$0	\$425,256	\$5,936,011	\$13,412,535	\$19,773,802
100% of Sales Tax on Limestone Mine		\$0	\$219,879	\$3,007,715	\$8,252,094	\$11,479,688
100% of Base Real Estate Taxes		\$6,266	\$31,332	\$112,797	\$0	\$150,395
100% of Non-TIF Real Estate Taxes		\$24,045	\$471,280	\$16,518,140	\$45,521,675	\$62,535,140
100% of Post-TIF Real Estate Taxes		\$0	\$0	\$2,443,024	\$74,546,367	\$76,989,391
TOTAL CITY OF WILMINGTON GENERAL FUND		\$820,752	\$3,577,584	\$34,353,555	\$146,732,671	\$185,484,562

WILMINGTON SCHOOL DISTRICT 209-U

Type	Structure	Year 1	Years 2-5	Years 6-25	Years 26-50	Years 1-50
CASH Payment (Separate Agmt)	\$1,000,000 paid within 180 days of commencement of TIF district	\$1,000,000	\$0	\$0	\$0	\$1,000,000
CASH Payment (Annexation Agmt)	\$0.0625 psf of industrial buildings for the first 4,000,000 sf	\$62,509	\$187,491	\$0	\$0	\$250,000
Additional Payments	\$0.05 psf of industrial buildings in excess of 20,000,000 sf	\$0	\$0	\$0	\$0	\$0
Limestone Mine Royalty – Level 1	\$0.05 Per Ton from 0 – 2,000,000 tons annually during the TIF	\$0	\$108,749	\$1,658,366	\$0	\$1,767,115
Limestone Mine Royalty – Level 2	\$0.075 per ton from 2,000,001 – 3,500,000 tons annually during the TIF	\$0	\$0	\$1,444,299	\$0	\$1,444,299
Limestone Mine Royalty – Level 3	\$0.10 per ton above 3,500,001 tons annually during the TIF	\$0	\$0	\$577,789	\$0	\$577,789
100% of Non-TIF Real Estate Taxes		\$86,914	\$1,703,521	\$59,707,540	\$164,545,593	\$226,043,568
100% of Post-TIF Real Estate Taxes		\$0	\$0	\$2,443,024	\$74,546,367	\$76,989,391
TOTAL WILMINGTON SCHOOL DISTRICT 209-U		\$1,149,423	\$1,999,761	\$65,831,018	\$239,091,960	\$308,072,162

ISLAND PARK DISTRICT

Type	Structure	Year 1	Years 2-5	Years 6-25	Years 26-50	Years 1-50
CASH Payment	\$0.125 psf of industrial buildings for the first 4,000,000 sf	\$125,019	\$374,981	\$0	\$0	\$500,000
100% of Non-TIF Real Estate Taxes		\$4,609	\$90,340	\$3,166,373	\$8,726,080	\$11,987,402
100% of Post-TIF Real Estate Taxes		\$0	\$0	\$468,305	\$14,289,842	\$14,758,147
TOTAL ISLAND PARK DISTRICT		\$129,628	\$465,321	\$3,634,678	\$23,015,922	\$27,245,549

WILMINGTON LIBRARY DISTRICT

Type	Structure	Year 1	Years 2-5	Years 6-25	Years 26-50	Years 1-50
CASH Payment	\$0.0625 psf of industrial buildings for the first 4,000,000 sf	\$62,509	\$187,491	\$0	\$0	\$250,000
100% of Non-TIF Real Estate Taxes		\$5,952	\$116,657	\$4,088,766	\$11,268,066	\$15,479,441
100% of Post-TIF Real Estate Taxes		\$0	\$0	\$604,726	\$18,452,602	\$19,057,328
TOTAL WILMINGTON LIBRARY DISTRICT		\$68,461	\$304,148	\$4,693,492	\$29,720,668	\$34,786,769

WILMINGTON PUBLIC WORKS

Type	Structure	Year 1	Years 2-5	Years 6-25	Years 26-50	Years 1-50
Water Tower	New 1,000,000 gallon water tower	\$1,850,000	\$0	\$0	\$0	\$1,850,000
TOTAL CITY OF WILMINGTON PUBLIC WORKS		\$1,850,000	\$0	\$0	\$0	\$1,850,000

RIDGEPORT HOMEOWNER AGREEMENT SUMMARY

Project Boundary:



RIDGEPORT HOMEOWNER AGREEMENT SUMMARY

Step 1: Identify Owner-Occupied Residences in the Program Area



RIDGEPORT HOMEOWNER AGREEMENT SUMMARY

Step 2: Appraise Owner-Occupied Residences within the Project Area at the time of Annexation.

- Ridge Pays for the cost of the appraisal
- Appraiser must be licensed
- Appraisal includes the Owner Occupied Residence and underlying improved land.
- Ridge mails a letter to the homeowner explaining the process.
- Either a full or a “limited access” appraisal will be completed at the owner’s discretion .

Step 3: Ridge sends an “Appraisal Notification Letter” to the homeowner along with a copy of the appraisal.

RIDGEPORT HOMEOWNER AGREEMENT SUMMARY

Step 4: Upon receipt of Appraisal Notification Letter, owner has 45 days to consider.

The Homeowner Agreement provides for an arbitration process outlined as follows.

- Owner selects a licensed appraiser and requests another appraisal of the Property.
- If the difference between Ridge's appraisal and the Owner's appraisal is **LESS THAN 5%**, the value shall be equal to the AVERAGE of the two appraisals.
- If the difference between Ridge's appraisal and the Owner's appraisal is **GREATER THAN 5%**, the Owner's appraiser and Ridge's appraiser shall select a 3rd appraiser to appraise the property.
- If the 3rd appraisal value is **HIGHER** than the highest value of the first 2 appraisals, the higher value (of the first 2 appraisals) shall be used to set the market value.
- If the 3rd appraisal value is **LOWER** than lowest value of the first 2 appraisals, the lower value (of the first 2 appraisals) shall be utilized to set the market value.
- If the 3rd appraisal value is **BETWEEN** the first two appraised values, the 3rd appraised value shall be utilized to set the market value.

RIDGEPORT HOMEOWNER AGREEMENT SUMMARY

Step 5: Once Ridge requests a building permit for an industrial building where the platted lot line is located within ½ mile from an occupied residence within the Program Area, Ridge shall submit a written offer to the homeowner equal to the following equation:

Appraised Value of the Occupied Residence

X

125%

X

102% [^] (number of years between the
appraisal and the Offer)

=

Ridge's Offer Price

RIDGEPORT HOMEOWNER AGREEMENT SUMMARY

Example (for a homeowner located within ½ mile of an industrial building in 5 years):

Appraised Value (Year 2010):	\$ 500,000
Multiplied by 125%:	<u>x 125%</u>
Equals:	\$ 625,000
Multiplied by 102% ^ 5	<u>x 110.41%</u>
Equals Offer Price:	\$ 690,051

REGIONAL PROJECT FINANCIAL & ECONOMIC BENEFITS

- Warehouse and Distribution Related Direct Investment of \$2 Billion
- Employment in Warehouse and Distribution Facilities Expected to Reach Over 12,000 when Complete
- Rail Related Direct Investment of \$436.5 Million
- Over 28,500 New Jobs Created in the State of Illinois
- Wage Impacts of \$8.6 Billion in Will County and \$21.3 Billion in the State
- Total New Sales Revenue of \$32.6 Billion in Will County and \$63.5 Billion in the State
- Average Annual Sales Tax Gain of \$2.4 Million in Will County



Source: Economic Impact Report, RidgePort Logistics Center, January 10, 2007, CH2M HILL

The information contained herein is from sources deemed reliable and is subject to errors, omissions, withdrawal and change of price or terms without notice.

QUESTIONS & DISCUSSION



Subject:	Lorenzo Rd at I-55		
Client:	Ridge Property Trust		
Project:	RidgePort Logistics	Project No:	HDR #107128
Meeting Date:	March 17, 2011	Meeting Location:	IDOT – Conf. Rm. A
Notes by:	Jennifer Mitchell, PE, PTOE		

Attendees: See attached roster list.

Topics Discussed: An agenda is attached for reference.

Introductions

The meeting began at 1:35 PM with self introductions of the attendees.

Ms. Mitchell thanked the group for meeting with Ridge Property. The purpose of the meeting was to discuss in detail the proposed project and the timing of development, how the project interacts with the IDOT I-55 Interchange Study, and to discuss how the project may move forward to permitting.

RidgePort Logistics Development

Site Plan: Mr. Schumacher provided an overview of the development uses and layout. The site spans from the north at Lorenzo Road to the south at the IL 129 interchange. The site will have approximately 70 acres of commercial property. Approx. 40 acres at the Lorenzo Road interchange and approx. 30 acres at the IL 129 interchange. The commercial uses will be small retail shops, truck stop, hotel, and restaurant. The commercial will be located closest to the interstate. Moving westward into the development will be approximately 22 million square feet (MSF) of industrial, big box warehousing. The industrial building size can range from 50,000 SF to 2 MSF. Included on the western edge are the transload operations, limestone mining, and rail yard (BNSF). The transload rail line has been approved and installation is scheduled. The BNSF rail yard timing is not know, yet included in a long term plan of BNSF.

The site has been subdivided into two Phases. Phase I is the northern half of the development and includes approximately 6.5 MSF of warehousing, the north retail, the transload operations, and limestone mining.

Timing of Development: Mr. Schumacher indicated that the overall site is planned for a 15-year build-out. Phase I, depending upon the market, is planned to be a 5 to 7 year build-out.

Community Coordination: The project has been coordinated with and approved by the City of Wilmington for annexation. Annexation occurred in the summer of 2010. Site development and plans have been coordinated with the City's engineer, Mr. Zemaitis of R.E. Hamilton Engineers.

Local Permit Status: The City has approved on-site plans. The permits for earthwork, utilities, and building pads will be released upon receipt of the security. Construction is anticipated to begin this spring.

Traffic Impact Study: The project development had begun over 5 years ago. With the direct access of the site to occur from Lorenzo Road, which is under Will County Department of Highways (WCDH) jurisdiction, a traffic impact study following WCDH policy was implemented. Through the process it was determined that the Lorenzo Road interchange did not have enough capacity to accommodate the total site traffic. Ridge Property Trust began discussions with IDOT regarding an I-55 Interchange Study.

IDOT accepted and is performing an I-55 Interchange Study that spans from River Road on the north to Coal City Road on the South. Four interchanges were included in the study: River Road, Lorenzo Road, IL 129,

and Coal City Road. The initial result of the on-going study is to improve IL 129 to a full interchange to serve the west and to improve the Lorenzo Road interchange to provide improved acceleration/deceleration to the north. It is understood that the combined Lorenzo Road and IL 129 interchange improvements consider the capacity needs of the full site development of RidgePort Logistics.

With the knowledge of the I-55 Interchange Study, a variance was requested of and granted by the Will County Board to perform a short-term five-year development analysis. The purpose of the five-year analysis was that the I-55 Interchange Study would have a preferred alternative identified by 2012. At the point in time in which the preferred alternative was determined, a more detailed site study could be performed.

The short-term Traffic Impact Study (TIS) identified the following improvements:

Widen Lorenzo Road from 2 lanes to 4 lanes with left-turn lanes.

The add lane will be dropped in the eastbound direction at the SB I-55 entrance ramp.

The add lane will be introduced in the westbound direction at the SB I-55 exit ramp.

Signalization of Lorenzo Road at:

Graaskamp Road (site main access)

West Frontage Road

SB I-55 Ramps

NB I-55 Ramps

Left- and right-turn lanes will be provided at all intersections as warranted, with dual right-turn lanes on the SB I-55 exit ramp and a westbound to northbound right-turn lane on Lorenzo Road at the NB I-55 entrance ramp.

The WCDH has reviewed and approved the report as it relates to their jurisdiction. Pending acquisition of one property, construction on Lorenzo Road under WCDH jurisdiction is expected the summer of 2011. IDOT has reviewed two revisions of the TIS to date. The latest revision was to be approved when a new interchange alternative was identified in late December 2010.

I-55 Interchange Study: The RidgePort Logistics project has been coordinated in detail with the I-55 Interchange Study. Traffic volumes, development split, and site plan revisions have occurred over the last two years. Three site plans were presented that reflect a site plan that works with the C2, C3, and C5 alternatives. The three site plans are attached.

Alternatives C2 and C3 propose moving the Lorenzo Road interchange south as a trumpet interchange to the west. The difference between C2 and C3 is the capacity/design of the IL 129 interchange. In relation to the site, the retail development would be spread out parallel along the interstate frontage.

The C5 alternative is a modified clover design with the SB entrance and exit loop ramps and the northbound entrance loop in the southwest quadrant of the existing interchange location. In relation to the site, the retail development is further west from the interstate frontage and north toward Lorenzo Road.

In all three Alternatives, access to the development is shown via the main access, Graaskamp Road, and a second full access approximately 2,000 feet west of the existing West Frontage Road. A right-in/right-out is also shown between the second full access and the West Frontage Road. The access locations, other than Graaskamp Road, were determined by Benesch, the I-55 Interchange Study consultant.

As previously noted, the developer project was proceeding with the roadway improvements as detailed in the TIS until December 2010 when alternative C5 was introduced. It is believed by IDOT that Alternative C5 will likely be selected as the preferred alternative by the public.

The roadway improvements as presented in the TIS by the developer could be accommodated with the C2/C3 alternatives. But they do not correlate with the future improvements associated with C5. Should the C5 alternative be the preferred alternative, the developer has indicated willingness to relocate the West Frontage Road to the ultimate location of the second access and would vacate the West Frontage Road by IDOT. Such that the preferred alternative would not be determined until April or May, the developer has asked for assistance on how to keep the local project moving with the current plan and modify the site in the future dependant upon the resultant preferred alternative.

Through discussion it was clarified that IDOT will not vacate right of way, but that abandonment of the roadway could be considered. The final determination of abandonment would be through the Deputy Director's office and not through a permit.

Further, the permit group is not comfortable with relocation of portions of the West Frontage Road. The preference as stated by Mr. Gallenbach, is that site access be made to the West Frontage Road at its current location.

Ms. Heaven-Baum from Traffic also commented at this time. It is Ms. Heaven-Baum's preference to leave the West Frontage Road intersection un-signalized and the I-55 ramps be signalized. Ms. Mitchell commented that she did not think that possible due to the capacity needs of the West Frontage Road. Mr. Gallenbach indicated that if access was directly to the West Frontage Road instead of incorporation of the West Frontage Road into the site, then maybe improvements wouldn't be needed. A plan reflecting such an alignment has not been considered. A determination regarding site access location and interim improvements to the Lorenzo Road interchange was not made. Ms. Heaven-Baum indicated that the TIS would be reviewed and written comment provided.

I-55 Interchange Study Public Hearing RidgePort Exhibits: Mr. Patel indicated that the same exhibits as presented at today's meeting would be utilized at the Public Hearing. Except, the detailed plans will not be shown but generalized land uses instead.

The Hearing will be on April 12 at the Wilmington High School. Mr. Ojas indicated that the presentation format has changed since the last meeting attended by Ridge Property Trust. A formal presentation will not include the RidgePort Logistics project, but it will be stated that representatives are present if there are questions.

Permit Issues

West Frontage Road: The discussion regarding the West Frontage Road had been covered in detail. Mr. Mahmoud asked if the plan set for the WCDH Lorenzo Road permit has been reviewed by IDOT. The roadway plan has not been shared with IDOT. Mr. Gallenbach indicated that for work proposed at the West Frontage Road intersection would have to be permitted by IDOT. Mr. Snyder indicated that the plan can be mailed to IDOT the next day.

Ms. Derka asked if the work as proposed in the TIS requires additional right of way for the State. Mr. Snyder indicated that right of way would be needed between the West Frontage Road and the SB I-55 exit ramp on the north side to accommodate the add lane. Ms. Derka said she would email out directions for acquisition of right of way in the name of the State.

Drainage: Mr. Wojick of the Hydraulic Section referenced the IDOT Drainage Manual. In general, would like to see the roadway plan, cross-sections, a narrative, what is draining to the state right of way, where are the outlets, what standards are being followed, and coordination from WCDH indicating approval of the drainage plan for their section of roadway.

Utilities: Utility permit will be granted to the City through the design phase. Water and sewer work under I-55 have already been approved by Dave Krueger. In general, the developer (city) will have to pay to relocate utilities in the state right of way. Utilities may not be located within the right of way of the interstate, but running parallel to the West Frontage Road is permissible.

Action Items:

Mr. Snyder to provide Lorenzo Road improvement plans under WCDH jurisdiction to IDOT for review.
Ms. Heaven-Baum to review current TIS to determine if proposed improvements are appropriate.
Ms. Derka to email land acquisition procedures.



Project / Topic: **I-55 and Lorenzo Road, Wilmington, Will County
RidgePort Logistics Center**

Date: **03/17/2011**

Time: **1:30-3:00**

Location: **Training Room A Lower Level**

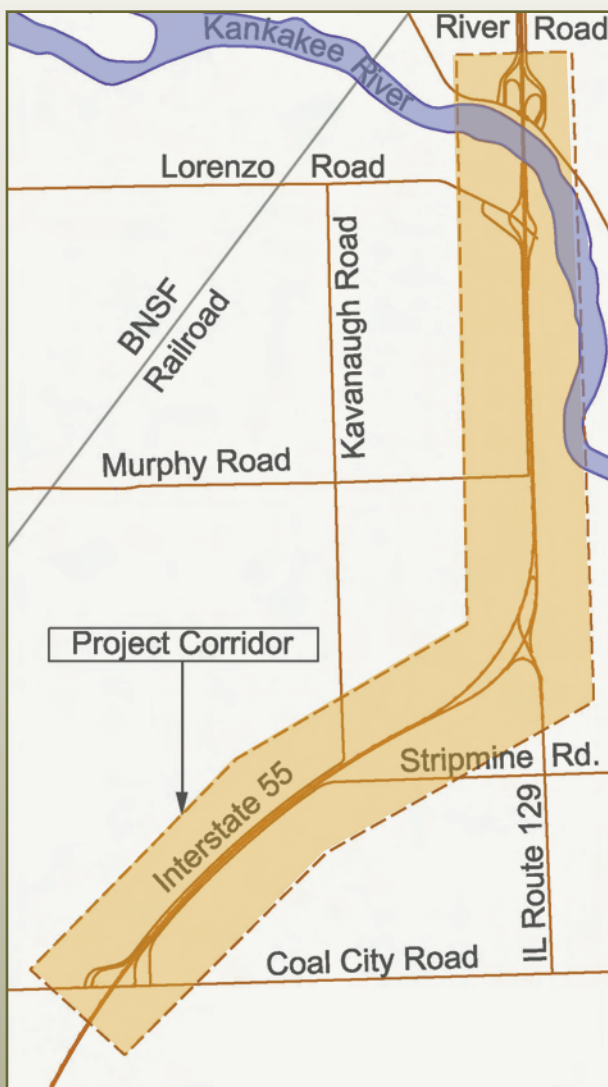
Attendees:	Representing	Phone Number	E-mail address
1. Sudud Mahmoud	IDOT-	847-705-4145	sudud.mahmoud@illinois.gov
2. Tom Gallenbach	IDOT-Traffic Permits	847-705-4130	thomas.gallenbach@illinois.gov
3. Jennifer Mitchell	HDR	773-8767-7225	jennifer.mitchell@hdrinc.com
4. Kyle Schummacher	RIDGE PROPERTY TRUST	773-695-1290	KSCHUMMACHER@RPTRUST.COM
5. Jason Snyder	Jacobs/Hefner Assoc.	309-757-1900	jsnyder@jacobsandhefner.com
6. Colby Zemaitis	R.E. Hamilton / City of Wilmington	815-730-3444	CZemaitis@rehamilton.org
7. Tony Graff	City of Wilmington	815-776-2175	tgraff@wilmington-il.com
8. Steve Brink	IDOT-TRAFFIC ^{EXPRESSWAY} OPS	847-705-4155	steve.brink@illinois.gov
9. LISA HEAVEN-BAUM	IDOT-T. SIGNALS	847-705-4158	lisa.heaven-baum@illinois.gov
10. Ray Racoma	IDOT-Traffic Studies	847-705-4136	Raymond.Racoma@illinois.gov
11. AHMAD RASHIDIANFAR	IDOT/HYDRAULICS	847-705-4366	ahmad.rashidianfar@illinois.gov
12. Rick Wojcik	IDOT/Programming-Hydraulics	847-705-4105	Rick.Wojcik@illinois.gov
13. STEVE ROSATO	IDOT/UTILITIES	847-705-4258	STEVE.ROSATO@ILLINOIS.GOV
14. OJAS PATEL	IDOT/PROGRAMMING	847-705-4084	ojas.patel@illinois.gov
15. Sheila Derka	IDOT-Land Acq	847-705-4291	Sheila.Derka@illinois.gov
16. Steve Schilke	IDOT-Proc.	847-705-4125	Steve.schilke@illinois.gov
17. John Buzek	IDOT-Proc	847-705-4104	John.Buzek@illinois.gov
18.			
19.			
20.			
21.			
22.			
23.			
24.			
25.			

I-55



I-55 Wilmington Study

Project Introduction Public Meeting



Information about the Interstate 55 Wilmington project will be presented at a community meeting.

When:

Tuesday, April 29, 2008

Meeting time: 4:00 - 7:00 PM

Where:

City of Wilmington

City Hall

Council Chambers

1165 S. Water Street

Wilmington, IL 60481

Who:

Hosted by the

Illinois Department of Transportation

Region 1, District 1



Illinois Department
of Transportation

Visit www.I-55WilmingtonStudy.com
to join the study mailing list.

Below are locations where flyers were placed to notify citizens of public meeting #1.

Coal City

Broadway and IL 113 Intersection area

- 1) Coal City US Postal Service – Broadway
- 2) Coal City Village Hall – Broadway (next to the post office)
- 3) Doc's Drugs – Broadway
- 4) Berkots Foods – Broadway
- 5) SB Standard Bank – IL113
- 6) Super Pantry & Subway – IL 113
- 7) BP/Fast & Fresh – IL113 & Broadway
- 8) Shell/Mike's Corner Shell – IL113
- 9) McDonalds – IL113 & Broadway
- 10) Judi's Endless Hours – IL113 & Broadway
- 11) The Grill – Broadway
- 12) Taste of Mexico – Broadway
- 13) Bozo's Liquors – Broadway
- 14) Shell – Division & First

Wilmington

Water & IL53

- 1) Wilmington Post Office - Water

Water and Kahler

- 2) SB Standard Bank – Water
- 3) McDonalds – Water

Winchester Ct. (Water and Kahler)

- 4) Bellettini – Water
- 5) WeeSip Liquors – Water
- 6) Docs Pharmacy – Water
- 7) Ace Hardware Store – Water
- 8) Junipers Restaurant – Water
- 9) Chuck's Barber Shop – Water
- 10) Wave Length Styling Studio – Water
- 11) Courtyard Candles & Crafts – Water
- 12) Tuffy's – Water

1st and IL 53

- 13) Angelo's Liquors – IL 53
- 14) Angelo's Bait & Tackle – IL53
- 15) Ben Franklin (Flower Shop) – IL 53
- 16) Super Value – IL53
- 17) Sophie Nails – IL 53

- 18) Laundromat – IL 53
- 19) Dreamland Café – IL 53
- 20) Falenti Meats – IL 53
- 21) Chick-A-Dee Restaurant – IL 53
- 22) AJ's Hot Dogs & Gyros – IL 53
- 23) Riverside Medical Center – IL 53
- 24) Burger King – IL 53
- 25) Shell/Circle K – IL 53
- 26) RadioShack/Impressions - IL 53



Illinois Department of Transportation

Division of Highways / District 1

Bureau of Programming

201 West Center Court / Schaumburg, Illinois 60196-1096

Meeting Transportation Needs



Lorenzo Road Wilmington Coal City Road


Ronald E. Hamilton
30928 S. Kavanaugh Rd.
Wilmington, IL 60481

www.I-55wilmingtonstudy.com



We are writing to inform you that the Illinois Department of Transportation has recently begun preliminary engineering and environmental studies for the corridor from River Road to Coal City Road. The upgrades may include improvement to the mainline Interstate 55, the interchanges and the adjacent frontage roads. An informational meeting will be held on April 29th at Wilmington City Hall from 4-7 p.m. to answer questions and gain feedback. There will be a brief formal presentation at 4:30 p.m. and at 6 p.m. To learn more about the project or sign up for our mailing list please visit our website at:


www.I-55wilmingtonstudy.com

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CLASSIFIED SEARCH ::

This Week's classifieds (1 found) in the **Beacon News, Courier News, Herald News, News Sun, Naperville Sun (Sun Publications),**
Page 1 of 1
0 items in Printable Checklist

You are invited to attend a Public Information Meeting held by the Illinois Department of Transportation concerning the proposed improvement of Interstate 55 at **LORENZO** Road as well as Interstate 55 at Illinois Route 129. Date: April 29, 2008 Time: 4:00 PM to 7:00 PM Place: City of Wilmington City Hall, Council Chambers, 1165 South Water Street, Wilmington, IL 60481
Purpose of the Meeting: To discuss the purpose and need for the improvement. To present public involvement process. To obtain public input. Exhibits will be on display with Illinois Department of Transportation and consultant representatives available to discuss the project and to answer questions. A formal presentation of the project area and introduction of the study team will be made at 4:30 PM and repeated at 6:00 PM. This meeting will be accessible to handicapped individuals. Anyone needing special assistance should contact the Project Manager, Mir Mustafa at (847)705-4477. Persons planning to attend who will need a sign language interpreter or other similar accommodations should notify the Department's TDD number (847)705-4710 at least five days prior to the meeting. All correspondence regarding this project should be sent to: Illinois Department of Transportation Bureau of Programming Attention: Mir Mustafa 201 West Center Court Schaumburg, IL 60196-1096 Publish: April 14 & 22, 2008

[Publication](#) Herald News [Sub Classification:](#) General Legals [No.700391](#) - 2

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☐ DuPage ☒ Will

Suburban Chicago Newspapers does hereby certify it has published the attached advertisements in the following secular newspapers. All newspapers meet Illinois Compiled Statute requirements for publication of Notices per Chapter 715 ILCS 5/0.01 et seq. R.S. 1874, P728 Sec 1, EFF. July 1, 1874. Amended By Laws 1959, P1494, and EFF. July 17, 1959. Formerly Ill. Rev. Stat. 1991, CH100, P1...

Note: Legal Notice appeared in the following checked positions.

PUBLICATION DATE(S): 4/14/08 TO 4/22/08.
2 times

☐ The Beacon News

☐ The Courier News

☒ The Herald News

☐ Lake County News-Sun

☐ The Naperville Sun

Weekly Papers

☐ Batavia Sun

☐ Bolingbrook Sun

☐ Downers Grove Sun

☐ Fox Valley Villages Sun

☐ Geneva Sun

☐ Glen Ellyn Sun

☐ Homer Township/Lockport/Lemont Sun

☐ Lincoln Way Sun

☐ Lisle Sun

☐ Plainfield Sun

☐ St. Charles Sun

☐ Wheaton Sun

You are invited to attend a Public Information Meeting held by the Illinois Department of Transportation concerning the proposed improvement of Interstate 55 at Lorenzo Road as well as Interstate 55 at Illinois Route 129.

Date: April 22, 2008

Time: 4:00 PM to 7:00 PM

Place: City of Wilmington City Hall, Council Chambers, 1165 South Water Street, Wilmington, IL 60481

Purpose of the Meeting:

- To discuss the purpose and need for the improvement.
- To present public involvement process.
- To obtain public input.

Exhibits will be on display with Illinois Department of Transportation and consultant representatives available to discuss the project and to answer questions.

A formal presentation of the project area and introduction of the study team will be made at 4:30 PM and repeated at 6:00 PM.

This meeting will be accessible to handicapped individuals. Anyone needing special assistance should contact the Project Manager, Mr. Mustafa at (847)705-4477.

Persons planning to attend who will need a sign language interpreter or other similar accommodations should notify the Department's TDD number (847)705-4710 at least five days prior to the meeting.

All correspondence regarding this project should be sent to: Illinois Department of Transportation

Bureau of Programming

Attention: Mr. Mustafa

201 West Center Court

Schaumburg, IL 60196-1096

Publish: April 14 & 22, 2008

00072301-01

IN WITNESS WHEREOF, the undersigned, being duly authorized, has caused this Certificate to be signed and its official seal affixed at Aurora, Illinois

By

John G. Bieschke

John G. Bieschke

Legal Advertising Manager (Official Title)



Subscribed and sworn to before me this 23rd Day of April A.D. 2008

Kimery S. Franzen
 Notary Public

Public Meeting Register

Project: Interstate 55 at Lorenzo Road and Interstate 55 at Illinois Route 129

Location: Wilmington City Hall

Date: 04/29/2008

Time: 4:00 - 7:00 PM

To be added to the mailing list for this project, please provide your complete address below.

	Name (Please Print)	Address	Representing
P L E A S E R E G I S T E R	1. G Kappas	24801 Lake Pont D Wilmington Zip 60484	Self <input checked="" type="checkbox"/> Other:
	2. KATHRYN DIXON	32664 NW FRONTAGE Diamond Zip 60416	Self <input checked="" type="checkbox"/> Other:
	3. ROBERT CONSIDINE	24424 STRIPMINE RD WILMINGTON Zip 60484	Self <input type="checkbox"/> Other:
	4. JIM WALLACE	24106 STRIPMINE RD. WILMINGTON Zip 60481	Self <input checked="" type="checkbox"/> Other:
	5. Martha Rink	24332 Stripmine Rd Wilmington Zip 60481	Self <input checked="" type="checkbox"/> Other:
	6. Todd Stendtsch	24461 Moorman Ave Channahon IL Zip 60416	Self <input checked="" type="checkbox"/> Other:
	7. Nancy Ammer	1409 Fremont Ave Morris IL Zip 60453	Self <input type="checkbox"/> Other:
	8. DOUG HABY	30824 S. KAVANAUGH WILMINGTON Zip 60481	Self <input checked="" type="checkbox"/> Other:
	9. JEFF WUNDERLICH	2247 Wildy Rd MINOOKA Zip 60447	Self <input checked="" type="checkbox"/> Other:
	10. Bill WUNDERLICH	1070 Wildy Rd MINOOKA Zip 60447	Self <input checked="" type="checkbox"/> Other:
	11. Helen M. Hoppe	1492 AMBER DR Wilmington Zip 60481	Self <input checked="" type="checkbox"/> Other:
	12. Ron & KATNY HAMILTON	30928 S KAVANAUGH WILMINGTON Zip 60481	Self <input type="checkbox"/> Other:

Public Meeting Register

Project: Interstate 55 at Lorenzo Road and Interstate 55 at Illinois Route 129

Location: Wilmington City Hall

Date: 04/29/2008

Time: 4:00 - 7:00 PM

To be added to the mailing list for this project, please provide your complete address below.

	Name (Please Print)	Address	Representing
P L E A S E P R I N T	1. MARY J LARDI	[REDACTED]	Self <input checked="" type="checkbox"/> Other:
	2. Renee Lardi	[REDACTED]	Self <input checked="" type="checkbox"/> Other:
	3. SANDRA KAHLER	[REDACTED]	Self <input checked="" type="checkbox"/> Other:
	4. Jamie Mack	[REDACTED]	Self <input checked="" type="checkbox"/> and Other: Free Press News
	5. Larry & Joyce Readman	[REDACTED]	Self <input checked="" type="checkbox"/> Other:
	6. Kyle Schuhmacher	[REDACTED]	Self <input type="checkbox"/> Ridge Other:
	7. Doug Hayes	[REDACTED]	Self <input type="checkbox"/> RIDGE Other:
	8. Matt Kotesa	[REDACTED]	Self <input checked="" type="checkbox"/> Other:
	9. Laurie Kotesa	[REDACTED]	Self <input checked="" type="checkbox"/> Other:
	10. Barb Lardi	[REDACTED]	Self <input checked="" type="checkbox"/> Other:
	11. Barb Briesee	[REDACTED]	Self <input type="checkbox"/> Other:
	12. FOURIA HASSAIN	[REDACTED]	Self <input checked="" type="checkbox"/> Other: RIVER TRUCK STOP

Public Meeting Register

Project: Interstate 55 at Lorenzo Road and Interstate 55 at Illinois Route 129

Location: Wilmington City Hall

Date: 04/29/2008

Time: 4:00 - 7:00 PM

To be added to the mailing list for this project, please provide your complete address below.

	Name (Please Print)	Address	Representing
P	1. Jason Snyder		Self <input type="checkbox"/> Other: R. Doe
L	2. Luke Kessling		Self <input type="checkbox"/> Other: P.T. Ferro
E	3. Donna Jusell		Self <input checked="" type="checkbox"/> Other:
A	4. Gary Brueser		Self <input checked="" type="checkbox"/> Other:
S	5. A.J. VILT		Self <input checked="" type="checkbox"/> Other:
E	6. NEM NESO		Self <input type="checkbox"/> Other: Village of Coal City
	7. FRANK STUDER		Self <input type="checkbox"/> 4TH WARD Other: CITY OF WILMINGTON
P	8. JENNIFER Mitchell		Self <input type="checkbox"/> Other: Metro Trans.
R	9. Thomas Best		Self <input type="checkbox"/> Other:
I	10. Nancy BORIO		Self <input checked="" type="checkbox"/> Other:
N	11. DEBBIE MIHITELLO		Self <input type="checkbox"/> Other: HAMILTON ENGINEERING
T	12. John G. Cairns Jr		Self <input checked="" type="checkbox"/> Other:

Public Meeting Register

Project: Interstate 55 at Lorenzo Road and Interstate 55 at Illinois Route 129

Location: Wilmington City Hall

Date: 04/29/2008

Time: 4:00 - 7:00 PM

To be added to the mailing list for this project, please provide your complete address below.

	Name (Please Print)	Address	Representing
P	1. Dennis Houckman		Self <input checked="" type="checkbox"/> Other:
L	2. Jeanette HaKey		Self <input type="checkbox"/> Other: Mazon River Stewardship Initiative
E	3. Terrie & John Cairns		Self <input type="checkbox"/> Other: Wilmington Township
A	4. Alby Zemaitis		Self <input type="checkbox"/> Other: R.E. Hamilton City of Wilmington
S	5. Stig & Ann Baxton		Self <input checked="" type="checkbox"/> Other:
E	6. Sheldon C. Latz		Self <input type="checkbox"/> Other: Du. 11 County
	7. Jay Honrud		Self <input checked="" type="checkbox"/> Other:
P	8. Dave Landsmiche		Self <input checked="" type="checkbox"/> Other:
R	9. Rosemary Norton		Self <input type="checkbox"/> Other:
I	10. Bill Rogers		Self <input checked="" type="checkbox"/> Other:
N	11. Meegan Houss		Self <input type="checkbox"/> Other: State Rep. Gordon
T	12. Maria Leluska		Self <input type="checkbox"/> Other:

Public Meeting Register

Project: Interstate 55 at Lorenzo Road and Interstate 55 at Illinois Route 129

Location: Wilmington City Hall

Date: 04/29/2008

Time: 4:00 - 7:00 PM

To be added to the mailing list for this project, please provide your complete address below.

	Name (Please Print)	Address	Representing
P	1. MATT FRITZ	115 S BROADWAY	Self <input type="checkbox"/>
		COAL CITY Zip 60416	Other: <input checked="" type="checkbox"/> VILLAGE OF COAL CITY
L	2. [Signature]		Self <input type="checkbox"/>
		Zip	Other:
E	3. [Signature]		Self <input checked="" type="checkbox"/>
A	4. Sheryl Puracchio	1165 S. Water	Self <input type="checkbox"/>
		Wilmington Zip 60481	Other: <input checked="" type="checkbox"/> City of Wilmington
S	5. Kim Smith		Self <input checked="" type="checkbox"/> Bo + n
E	6. Bob & Sally Lardi		Self <input checked="" type="checkbox"/>
			Other:
P	7. DENNIS + (CHUCK DZAK MIKE DZAK MTS)		Self <input type="checkbox"/>
			Other: <input checked="" type="checkbox"/> BUSINESS
R	8. Daniel J Murphy		Self <input checked="" type="checkbox"/>
	Daniel T Murphy		Other:
I	9. Bill + Kathie Ferguson		Self <input checked="" type="checkbox"/>
			Other:
N	10. CHRIS SMITH		Self <input checked="" type="checkbox"/>
			Other:
T	11. Tom Stowe		Self <input checked="" type="checkbox"/>
			Other:
	12. Debbie Rozak		Self <input type="checkbox"/>
			Other: <input checked="" type="checkbox"/> Will County Bd.

Public Meeting Register

Project: Interstate 55 at Lorenzo Road and Interstate 55 at Illinois Route 129

Location: Wilmington City Hall

Date: 04/29/2008

Time: 4:00 - 7:00 PM

To be added to the mailing list for this project, please provide your complete address below.

	Name (Please Print)	Address	Representing
P	1. FRANK FOLSON	[REDACTED]	Self <input checked="" type="checkbox"/> Other:
L	2. ANNETTE GALLAGHER	[REDACTED]	Self <input type="checkbox"/> Other:
E	3. JEFF SHACKELTON	[REDACTED]	Self <input checked="" type="checkbox"/> Other:
A	4. PAUL RUTTHI	[REDACTED]	Self <input type="checkbox"/> Area #1 Other: <input checked="" type="checkbox"/> Ardmore Club
S	5. PAUL DORSDEN	[REDACTED]	Self <input checked="" type="checkbox"/> Other:
E	6. LBY DILL	[REDACTED]	Self <input checked="" type="checkbox"/> Other:
	7. MARC GREGUS	[REDACTED]	Self <input type="checkbox"/> Other: Strand Associates
P	8. JOHN W. JOHNSON	[REDACTED] Zip [REDACTED]	Self <input checked="" type="checkbox"/> Other:
R	9. GORDON GRAF	[REDACTED]	Self <input type="checkbox"/> Other: First Apostolic Tabernacle
I	10. LORIS RAGAIN	[REDACTED]	Self <input checked="" type="checkbox"/> Other:
N	11. TERRY READMAN	[REDACTED]	Self <input checked="" type="checkbox"/> Other:
T	12. TERESA KERNE	[REDACTED]	Self <input type="checkbox"/> Other: Village of Diamonds

Public Meeting Register

Project: Interstate 55 at Lorenzo Road and Interstate 55 at Illinois Route 129

Location: Wilmington City Hall

Date: 04/29/2008

Time: 4:00 - 7:00 PM

To be added to the mailing list for this project, please provide your complete address below.

	Name (Please Print)	Address	Representing
P L E A S E P R I N T	1. <i>Craig Daniels</i>	[REDACTED]	Self <input type="checkbox"/> Other: <i>AREA #1</i> <i>Outdoors Club</i>
	2. <i>Jay Robins</i> <i>Charlie Chobus</i>	[REDACTED]	Self <input checked="" type="checkbox"/> Other:
	3. <i>ERIC FOSNAUGH</i> <i>KURT FOSNAUGH</i>	[REDACTED]	Self <input checked="" type="checkbox"/> Other:
	4. <i>Kevin Coughlin</i>	[REDACTED]	Self <input checked="" type="checkbox"/> Other:
	5. <i>GEORGE BUCK</i>	[REDACTED]	Self <input checked="" type="checkbox"/> Other:
	6. <i>Ellen Begler</i>	[REDACTED]	Self <input checked="" type="checkbox"/> Other:
	7. <i>Timothy Cayten</i>	[REDACTED]	Self <input checked="" type="checkbox"/> Other:
	8. <i>Maureen Mack</i>	[REDACTED]	Self <input checked="" type="checkbox"/> Other:
	9. <i>George Rayni</i>	[REDACTED]	Self <input checked="" type="checkbox"/> Other:
	10. <i>T.J. Buck</i>	[REDACTED]	Self <input checked="" type="checkbox"/> Other:
	11. <i>David Mullick</i>	[REDACTED]	Self <input type="checkbox"/> Other: <i>DLM OIL CORP</i>
	12. <i>Richard Gorte</i>	[REDACTED]	Self <input checked="" type="checkbox"/> Other:

Public Meeting Register

Project: Interstate 55 at Lorenzo Road and Interstate 55 at Illinois Route 129

Location: Wilmington City Hall

Date: 04/29/2008

Time: 4:00 - 7:00 PM

To be added to the mailing list for this project, please provide your complete address below.

	Name (Please Print)	Address	Representing
P L E A S E R E G I S T E R	1. Richard T. Pagan	[REDACTED]	Self <input checked="" type="checkbox"/> Other:
	2. MR + MRS DOUGLAS FRANCIS SR	[REDACTED]	Self <input checked="" type="checkbox"/> Other:
	3. Matt Smolenski	[REDACTED]	Self <input checked="" type="checkbox"/> Other:
	4. ROBERT MAEK	[REDACTED]	Self <input checked="" type="checkbox"/> Other:
	5. Wilma Stewart	[REDACTED]	Self <input checked="" type="checkbox"/> Other:
	6. Kevin Cowze	[REDACTED]	Self <input checked="" type="checkbox"/> Other:
	7. Mr + Mrs. Keith Hagmeier	[REDACTED]	Self <input checked="" type="checkbox"/> Other:
	8. Dwight Cowze	[REDACTED]	Self <input checked="" type="checkbox"/> Other:
	9. Mike McGuire	[REDACTED]	Self <input type="checkbox"/> Other: <input checked="" type="checkbox"/>
	10. George Zougenelish	[REDACTED]	Self <input checked="" type="checkbox"/> Other:
	11. JAMES PAPPSH	[REDACTED]	Self <input checked="" type="checkbox"/> Other:
	12. HARRY HALL	[REDACTED]	Self <input checked="" type="checkbox"/> Other:

Public Meeting Register

Project: Interstate 55 at Lorenzo Road and Interstate 55 at Illinois Route 129

Location: Wilmington City Hall

Date: 04/29/2008

Time: 4:00 - 7:00 PM

To be added to the mailing list for this project, please provide your complete address below.

	Name (Please Print)	Address	Representing
P	1. Rochelle Ruff	[REDACTED]	Self <input checked="" type="checkbox"/>
			Other:
L	2. Scott Ruff	[REDACTED]	Self <input checked="" type="checkbox"/>
			Other:
E	3. Mary Ellen Ragain	[REDACTED]	Self <input checked="" type="checkbox"/>
			Other:
A	4. DAN GIARRETTA	[REDACTED]	Self <input type="checkbox"/>
			Other: ILLINOIS CEMENT Co.
S	5. Marge Borden	[REDACTED]	Self <input checked="" type="checkbox"/>
			Other:
E	6. Doug Francis Jr	[REDACTED]	Self <input type="checkbox"/>
			Other:
P	7. Janet Chubal	[REDACTED]	Self <input type="checkbox"/>
			Other:
R	8. Michael A. Preschiel	[REDACTED]	Self <input checked="" type="checkbox"/>
			Other:
I	9. KATHY CINDRICH	[REDACTED]	Self <input checked="" type="checkbox"/>
			Other:
N	10.	Zip	Self <input type="checkbox"/>
			Other:
T	11.	Zip	Self <input type="checkbox"/>
			Other:
	12.	Zip	Self <input type="checkbox"/>
			Other:



I-55 Study at Lorenzo Road and IL 129

April 29, 2008



Purpose of today's meeting

- Introduce the project team and the study area
- Outline the process
- Review existing data about the corridor
- Provide an update on development
- Introduce opportunities for involvement
- Gather your feedback



The Study Corridor







NEPA Process

National Environmental Policy Act of 1969 (NEPA)

Landmark environmental legislation which set forth a national policy for and is the nation's legal basis for ensuring the protection and enhancement of the quality of the human environment.

Start

- Performance Studies
- Identify Deficiencies
- Develop Purpose and Need
- Identify Possible Alternatives
- Evaluate and Screen Alternatives
- Detailed Environmental & Technical Studies
- Draft Environmental Assessment (EA)
- Final EA and Design Report
- Finding of No Significant Impact

PHASE I

(Preliminary Engineering,
Environmental Documentation
and Public Involvement)

Target Completion: Early 2009

PHASE II

(Plan, Specification and Estimate Preparation
and Land Acquisition)

Target Completion: 18 months after Phase I

PHASE III

(Construction)

Multi-Year Program 2008-2013



Corridor Data/Purpose and Need

- Traffic volumes
- Design deficiencies on the corridor
- Crash data
- Development/future planning





Insufficient curve radius
to meet design speed criteria
Yellow number is actual value
white number shows desired value



Detail



SB I-55

NB I-55

Insufficient curve radius
to meet design speed criteria

Yellow number is actual value
White number shows desired value

CLEARANCE

14' 5 3/4"

16'-6"

RAMP 1

379'

R 835'

RAMP 2

RAMP 3

RAMP 4

R 90'

R 835'

SB I-55

NB I-55

RTE. 129

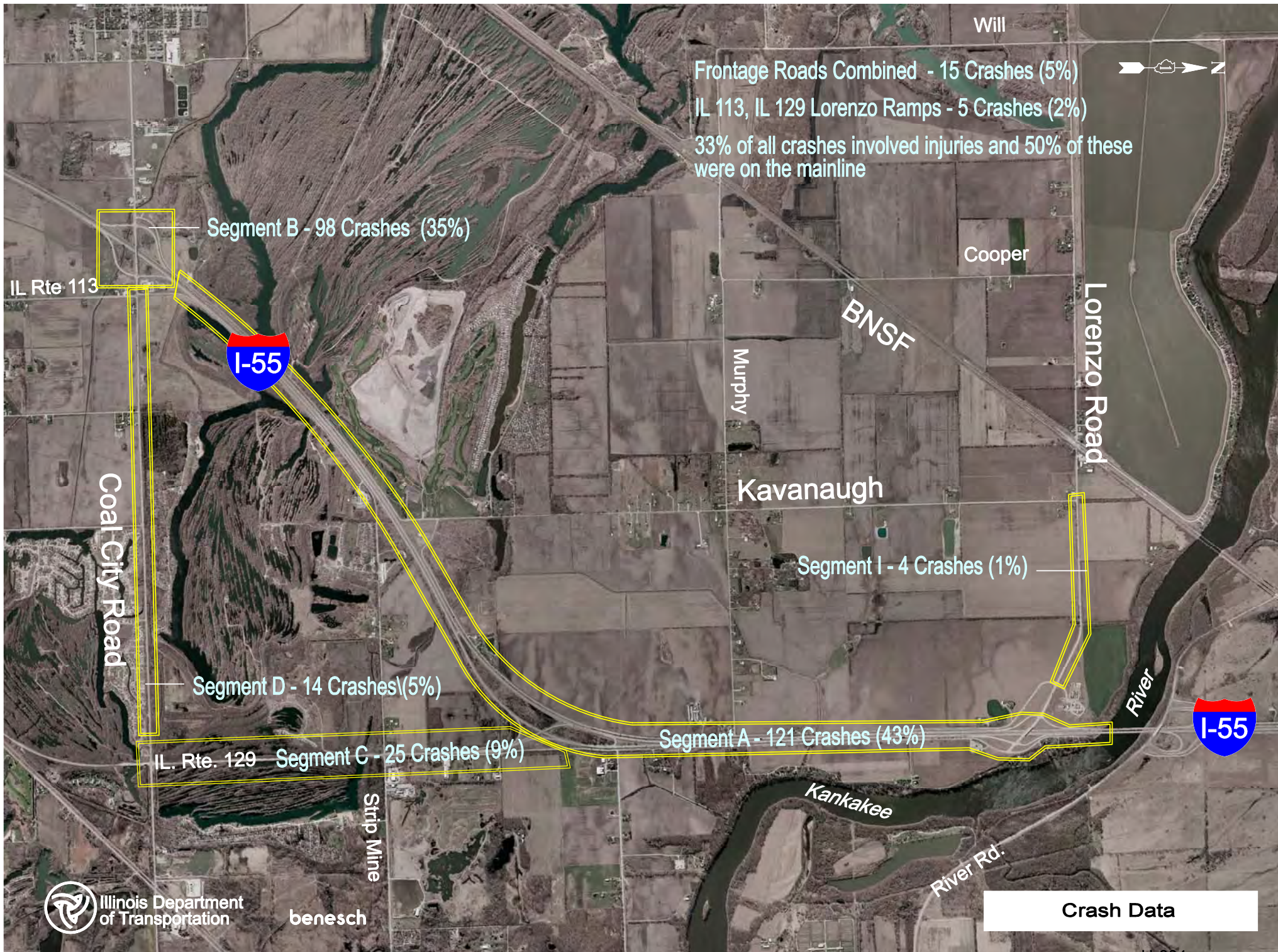
Insufficient vertical clearance
Rehabilitation or replacement
necessary



benesch

I-55 / IL. Rte 129
Interchange

U-603





Ridgeport Development Update

Kyle Schuhmacher
and
Doug Hayes
of Ridge Property Trust



Illinois Department of Transportation

benesch

-  Potential Development Boundary
-  Current BNSF Property
-  Current RIDGE Property



Coal City Road

IL. Rte. 129

Strip Mine

Widows

Murphy

Will

Cooper

BNSF

Kavanaugh

Lorenzo Road

Trips Generated Per Day
Vehicles: 31,500
Trucks: 5,200



Kankakee

River

River Rd.



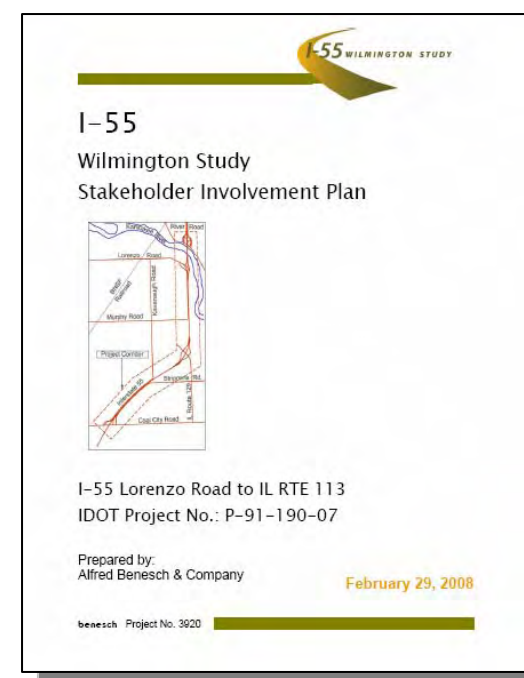
benesch

Land Use Plan
U-606



Next Steps

- Continue with Phase I process
- Public comments considered
- Opportunities for involvement
 - Mailing list
 - Join the Stakeholder Involvement Group
 - Future meetings



Stakeholder Involvement Plan



Questions

- Adjourn to exhibit area
- Inspect the exhibits
- Project Staff Available
- To record your comments formally, fill out a comment card
- Respond on our website

**Comments Must Be
Received By
May 16, 2008**

*Illinois Department of Transportation
Bureau of Programming
Attn: John Baczek, P.E.
201 W. Center Court
Schaumburg, IL 60196-1096*

(included on comment cards)



Illinois Department of Transportation

Thank you for participating in the
public meeting for this project.

www.i-55wilmingtonstudy.com



Illinois Department of Transportation

benesch

Public Meeting Summary

Date of Meeting: April 29, 2008
Time of Meeting: 4 pm – 7 pm
Meeting Location: Wilmington City Hall

Regarding: I-55 at Lorenzo Road and at IL Rte. 129
Job No.: P-91-190-07
Public Information Meeting

Meeting Hosts:	John Baczek	IDOT	Laura McGovern	Benesch
	Mir Mustafa	IDOT	Ryan Thady	Benesch
	Jessica Feliciano	IDOT	Jeff Tardy	Benesch
	Carlos Feliciano	IDOT	Emily Dorner	Benesch
	Ken Doll	IDOT	Kyle Schumacher	Ridge
	Sue Palmer	IDOT	Doug Hayes	Ridge
	Rick Wojcik	IDOT	Jason Snyder	Jacob Hefner
	Ahmad Rashidianfar	IDOT	Jennifer Mitchell	Metro
	Mike Cullian	IDOT		

General

The initial public meeting for I-55 at Lorenzo Road was held on April 29, 2008 from 4 pm to 7 pm at the Wilmington City Hall. The meeting was well attended, with over 105 people over the three hour period. Please see attached for the names of people who attended.

Local officials in attendance included:

Roy Strong – Wilmington Mayor
Frank Studer – City of Wilmington Alderman 4th Ward
Terrie Cairns – Wilmington Township Clerk
John Cairns – Wilmington Township Trustee
Sheldon Latz – Will County Engineer
Debbie Rozak – Will County Board #6
Neal E. Nelson – President of the Village of Coal City Board
Matt Fritz – Village of Coal City Administrator
Keegan Kouss – Representing State Representative Careen Gordon
Sheryl Puracchio – Wilmington City Administrator
Teresa Kernc – Village of Diamond Commissioner

There were two sets of exhibits displayed for people to view and ask questions. As people arrived they viewed the exhibits and talked to representatives those from IDOT, Benesch, and Ridgeport Logistics Center one on one.

Summary of Presentation

There was a short ten minute presentation given twice during the three hour period. The presentation began with Jessica Feliciano introducing the representatives from IDOT, Benesch and Ridgeport Logistics Center. Laura McGovern of Benesch started by explaining that the purpose of the meeting was to introduce the study and gain input from the community of the issues that could impact the study, as well as concerns that they may have that should be considered. A map of the study area was provided and explained. Ms. McGovern explained the project schedule with approximate completion dates, and described the phases and progress to date. She also explained the NEPA process to the participants. It was stressed that any comments stakeholders want to be addressed and considered must be documented through the comment cards that could either be placed in the drop box at the meeting or mailed to John Baczek at IDOT.

The presentation continued with Ryan Thady of Benesch presenting more data on the purpose of the study. Ryan conveyed the current traffic volume throughout the corridor and also the design deficiencies. He also provided a summary of the crashes that occurred within the corridor over a three year period.

Ridgeport Logistics Center representative Kyle Schuhmacher spoke briefly about the progress of their land acquisition. Kyle pointed out on the exhibit that as of the date of the meeting Ridge has acquired 1,400 acres of land and is still in the process of purchasing land within their proposal footprint. He stated that it will take approximately 15 years to fully complete the development. Kyle stated that the development will result in an estimated 40,000 trips (both cars and trucks) generated by the development.

To wrap up the presentation Laura McGovern explained the next steps in the phase I process and invited attendees to sign up for involvement in the project via the project website at www.i-55wilmingtonstudy.com. As part of the NEPA process she asked that all comments and concerns be written down on the comment card and either put in the drop box at the meeting or mailed to John Baczek by May 16, 2008.

Comments and Concerns

After the presentations people were able to walk around and view the exhibits as well as ask individual IDOT, Benesch and Ridgeport representatives' questions. The majority of questions and concerns revolved around effects on individual properties of those in attendance. The deteriorated condition of the frontage roads along I-55 was also a common concern. Concerns about local drainage problems and issues were noted. There is apprehension that with the future intermodal facility the increased railroad traffic will make it much more time consuming to cross the railroad at Lorenzo Road. An additional point of concern was the desire to keep future truck traffic off the local roads in the area and obtain an adequate roadway to accommodate the future intermodal traffic before the development is finished. Several owners had concerns regarding the status of the Ridgeport development and the timeline for their property acquisition.

IMPROVEMENTS TO I-55 WILMINGTON

Public Meeting

Tuesday, April 29, 2008

COMMENT CARD

We encourage you to express your views on the proposed improvements. Please print your comments below and **return comments by Friday, May 16, 2008.**

Name: Tom Begler

Organization: _____

Address: 31513 E. Franchise Rd.
Wilmington, IL 60481

Comments:

The traffic at Strip Mine Rd will need to be considered along with Lorenzo (Old Soldiers) Rd. We all know trucks will "cheat" to avoid traffic stop areas. These roads can't handle the truck traffic already. Rt 53 Through Wilmington is already falling apart because of the increased truck traffic. Our Police force is already trying to discourage this traffic, but with the increased traffic, this will cause a huge traffic jam right in town. As far as the Rt 129 Interchange ~~at~~ with I-55, please remember an entrance ramp on a straight path of I-55 will be safer than on a turn. ^{Like} (Existing). Even ~~less~~ Considering a south bound ramp at the South End & a north bound ramp at the North End of the project might help alleviate the traffic jams also.

IMPROVEMENTS TO I-55 WILMINGTON

Public Meeting

Tuesday, April 29, 2008

COMMENT CARD

We encourage you to express your views on the proposed improvements. Please print your comments below and **return comments by Friday, May 16, 2008.**

Name: MICHAEL A POESCHKE

Organization: N/A

Address: 3005 GATEWAY GORGE
MORRIS

Comments:

MAKE INTERCHANGE THAT GOES INTO
DEVELOPEMENT AND POST LORENZO ROAD
NO TRUCKS

IMPROVEMENTS TO I-55 WILMINGTON

Public Meeting

Tuesday, April 29, 2008

COMMENT CARD

We encourage you to express your views on the proposed improvements. Please print your comments below and **return comments by Friday, May 16, 2008.**

Name: MICHAEL A FOESCHIEL

Organization: N/A

Address: 3005 GATEWAY GORGE
MORRIS IL 60450

Comments:

PUT OVERPASS FOR RR TRACKS
FOR LEO LORENZO RD.
ALSO NEED AT LEAST ONE OVERPASS
FOR TRAINS TRACKS IN COAL CITY.



VILLAGE OF COAL CITY

Neal Nelson
President

Pamela M. Noffsinger
Village Clerk

Tom Hanley
Terry J. Halliday

Village Trustees
David Togliatti
Joe Phillips

Daniel J. Greggain
Georgette Vota

May 15, 2008

BUREAU OF PROGRAMMING
RECEIVED

MAY 19 2008

DISTRICT #1

Illinois Department of Transportation
Division of Highways, District One
Attn: Bureau of Programming
Mr. John Baczek, P.E.
201 West Center Court
Schaumburg, IL 60196-1096

RE: IMPROVEMENTS TO I-55 WILMINGTON

Dear Mr. Baczek:

The Village of Coal City Board of Trustees has requested I provide a comment to IDOT on behalf of the Village regarding any improvements in I-55 related to a proposed development along Lorenzo Road. The public hearings provided within Wilmington provided an excellent opportunity to view the project and meet other stakeholders. You are to be commended for your and others' efforts in the management of the process. The Village of Coal City would like to remain a stakeholder in the process and continue to be considered as the development is considered and resources are allocated.

The Village of Coal City supports industrial development and the diversification of the property tax, which comes with non-residential growth. The development that was discussed during the public hearing proposes the following concerns:

- *Quality of Life Concerns* – The introduction of 40,000 trucks per day (planned buildout) and significantly increased train traffic to the already bustling traffic along State Route 113 and its related interchange adds to the necessity of grade separation within Coal City. Emergency services are bisected from the presence of the BNSF and additional train traffic will cause backups to grow from the regular chaotic rush hours during the early evening hours.
- *Remediate Wetland Areas locally* – Dependent upon the total wetland area to be disturbed, the Village of Coal City is working on the creation of a wetland remediation area along North Broadway. This site, which exceeds 40 acres, has been slated for a wetland recreational area for a number of years, is being planned for its final use during the remainder of 2008.
- *Comprehensive Evaluation of Area Truck Routes* – The regional effect of warehouse distribution is not supported by a regional funding mechanism for the maintenance of the roads currently utilized by truck drivers. The existence of Centerpoint in Elwood

515 S. Broadway, Coal City, Illinois 60416

Phone: (815) 634-8608 Fax: (815) 634-2487

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www.coalcity-il.com

U-615

has taught landowners along State Route 102 trucks will find direct routes between major interchanges and destinations. Coal City will be tracking statistics of truck traffic in its State Route 113 corridor, which has been on the increase. The location of additional warehousing and interchange improvements requires a comprehensive review of the allowable state truck routes; i.e. if the interstate is enhanced, ensure it is utilized by dissuading travel on local state routes.

- *Air & Water Quality* – Village and area residents enjoy a number of natural amenities to include the natural river habitats and private clubs surrounding the proposed development and affected IDOT area. Grade separation may assist the air quality deterioration to come with increased traffic and congestion. Please ensure the improvements do not affect existing watersheds and aquifers.

As stated previously, the Village of Coal City is supportive of development, but believes affected parties should receive compensation and/or improvements to offset any detrimental affect to quality of life. Please do not hesitate to contact me if you have questions or further concerns.

Sincerely,



Matthew T. Fritz
Village Administrator

cc: Mayor Neal Nelson
Trustee Vota
Trustee Togliatti
Trustee Halliday
Trustee Phillips
Trustee Hanley
Trustee Greggain
Pam Noffsinger, Village Clerk
Jeff Jurgens, Village Attorney

IMPROVEMENTS TO I-55 WILMINGTON

Public Meeting

Tuesday, April 29, 2008

COMMENT CARD

We encourage you to express your views on the proposed improvements. Please print your comments below and **return comments by Friday, May 16, 2008.**

Name: Larry Readman

Organization: Readman Farm

Address: 30115 Readman Lane
Wilmington,

Comments:

Is money spent on new interchanges warranted when Center Point uses an old interchange for all its uses? East Frontage road has not been repaired since late 50s when it was put in. Wouldn't money be better spent on maintenance of existing roads and interchanges vs. new structures?

IMPROVEMENTS TO I-55 WILMINGTON

Public Meeting

Tuesday, April 29, 2008

COMMENT CARD

We encourage you to express your views on the proposed improvements. Please print your comments below and **return comments by Friday, May 16, 2008.**

Name: Larry Readman

Organization: Readman Farm

Address: 30115 Readman Lane,
Wilmington

Comments:

Two of our ditches has excessive water flow. This
flow has caused excessive erosion. You need to
Speak with me and I'll explain and show you the
problem. Larry Readman

IMPROVEMENTS TO I-55 WILMINGTON

Public Meeting

Tuesday, April 29, 2008

COMMENT CARD

We encourage you to express your views on the proposed improvements. Please print your comments below and return comments by Friday, May 16, 2008.

Name: John Baczek

Organization: _____

Address: _____

Comments:

Contact FEMA and/or IEMA to discuss whether Lorenzo Road is an evacuation route for residents if there is ever a need to leave due to problems at the nuclear power plants ... Brandywood & ?

Evacuation route would likely be to move traffic to the north due to predominant wind patterns.

IMPROVEMENTS TO I-55 WILMINGTON

Public Meeting

Tuesday, April 29, 2008

COMMENT CARD

We encourage you to express your views on the proposed improvements. Please print your comments below and **return comments by Friday, May 16, 2008.**

Name: Jeannette Hakey
Organization: Mazon River Stewardship Initiative (implementing the Mazon River Watershed Resource Plan)
Address: 430 Elm St.
Gardner, IL 60424

Comments:

The project area of the Rt 113 exchange is of our concern. Runoff impacts to water quality - surface & groundwater - and recharge impairment to groundwater from the Ridgeport Development, are imperative to address. (This is in proximity to our watershed boundaries & would affect ^{stream} habitat.)

Perhaps incorporating pervious concrete in the design of roadway shoulders and other paved areas could be considered to minimize the aforementioned impacts.

Also, in the retention areas of exchanges between the interstate, ramps and frontage roads wetland design with native plants would facilitate groundwater recharge and ~~mitigate~~ reduce runoff pollutants.

Minimize width of roadway/paved surfaces for better stormwater mgmt.

Please provide a contact to report shortcomings in properly using BMP's in the construction phase.

Also, within the Ridgeport Complex, to facilitate groundwater recharge, incorporate ^{native} natural/plants in swales for drainage within large paved areas.

Thank You

IMPROVEMENTS TO
I-55 WILMINGTON

Public Meeting

Tuesday, April 29, 2008

COMMENT CARD

We encourage you to express your views on the proposed improvements. Please print your comments below and **return comments by Friday, May 16, 2008.**

Name: JAMES PAPER

Organization: _____

Address: 5420 BEAVER LK
MORRIS ILL

Comments:

WE NEED A SEPARATE ENTER CHARGE
TO HANDLE ALL THIS TRUCK TRAFFIC
SO IT DOESN'T CONFLICT WITH
LORAINO, STRIPMINE, LOCAL CITY ROADS,
WE DON'T NEED TRUCKS TIAING UP
OUR ROADS.

THE TRUCK TRAFFIC AT LORAINO &
LOCAL CITY ARE TERRIBLE NOW WHAT
ITS GONNA BE WHEN THIS GETS GOING
STRONG

PEOPLE ARE BEING KILLED BY SEMIS
ON 55 RIGHT A GOOD RATE,
WITH ALL THIS TRUCK TRAFFIC ITS
GONNA BE WORSE.

(SOLUTION) PUT THESE TRUCKS IN
RIGHT AT 55 MILES PER HOUR FOR
ABOUT A 80 MILE RADIUS
AROUND CHICAGO

THANK YOU
JAMES PAPER
815-942-8283

IMPROVEMENTS TO I-55 WILMINGTON

Public Meeting

Tuesday, April 29, 2008

COMMENT CARD

We encourage you to express your views on the proposed improvements. Please print your comments below and **return comments by Friday, May 16, 2008.**

Name: Ellen Begler

Organization: — Family

Address: 31513 E. Frontage Rd.
Wilmington, IL 60481-9374

Comments:

The southeast frontage road has been in horrible shape
for decades! If possible (as part of this project),
the frontage road should be repaired.

Will land be acquired around Rte. 129?

What will be done to buffer noise and protect
families who live in the area? When we travel, we
see places where burms/fences or somehow the living
areas have been separated from the highways. Will
the same be done for our community?

The roads through our small towns (Wilmington,
Braidwood, Coal City, etc.) have been torn up due
to truck traffic at the intermodal site in
Elwood. The state needs to repair these areas
and keep them up on a regular basis.

IMPROVEMENTS TO I-55 WILMINGTON

Public Meeting

Tuesday, April 29, 2008

COMMENT CARD

We encourage you to express your views on the proposed improvements. Please print your comments below and **return comments by Friday, May 16, 2008.**

Name: Doug & Connie Francis

Organization: _____

Address: 2494 G Murphy Rd

Comments:

When the previous Lorenzo Road exit was
done, a pond was dug deeper & some
houses in our area lost their wells.
Most homes have shallow wells as we
do. If more construction is done I
am concerned about losing our well.

Improvements to I-55 Wilmington Comments and Concerns

William Ferguson

25716 Cottage Road

Wilmington, Illinois 60481

(815) 476-7062:

My concerns are:

1. Lorenzo Road-Pinebluff Road Traffic
2. Railroad causing traffic problems
3. North River Road congestion
4. Water run-off from Ridgeport Logistic Center

1. I attended the Ridgeport meeting at the Wilmington Town Hall and walked away with the feeling that Lorenzo Road would have improvements made to handle the increased traffic. No mention was made as to improvements to Pinebluff Road, which Lorenzo Road turns into as you travel west toward Morris. Pinebluff Road ties directly into Route 47. Any truck coming from the west on Rt. 80 will take the shortest route to the RidgePort property which would be to exit on RT. 47 off of Rt. 80 to Pinebluff Road going directly east to Ridgeport Logistics.

2. No mention was made concerning the heavy railroad traffic which we presently have to deal with at the crossing just west of Ridgeport. Ridgeport is planning to receive much of their cargo from this rail line. The problem will arise when the trains have to slow down in order to enter the Ridgeport facilities. This is going to halt traffic at this crossing for 20 to 40 minutes. As an example, I would like to show the CenterPoint Logistic Center at Arsenal Road near the Mobil Refinery. They had to put an overpass over the railroad tracks to keep the congestion down. Before the overpass was constructed, traffic congestion was bad enough to have traffic backed up into Interstate 55 while trains entered into the CenterPoint facilities. I believe this will be the same problem we will have due to the heavy traffic on Lorenzo Road due to the ComEd (Dresden) plant. Lorenzo Road is also the main road to Morris for anyone south of Arsenal Road. When Dresden has their turnarounds (shutdown for repairs) there are large numbers of contractors using this road to the plant site. An overpass will be needed over the railroad crossing.

3. North River Road which ties into Rt. 55 just to the northeast of Ridgeport will become a busy road after Ridgeport goes in service. Trucks coming north on Rt. 57 will take the fastest and quickest way to the facilities. This would be to exit off of Rt. 57 at the Wilmington/Peotone Road exit and travel west. This will take them right to Rt. 53 northeast of the city of Wilmington. Trucks only have to travel north on Rt. 53 about 1 mile to the intersection of North River Road and Rt. 53 which will allow them to turn on North River Road directly to Rt. 55 and on to Lorenzo Road. The problem that will arise at the North River Road and Rt. 53 intersection is that presently there are no traffic lights. Route 53 has the right of

North River Road has a stop sign. There is high traffic on Rt. 53 presently due to it being the main entrance to the city of Wilmington. It is a very busy intersection already if you are on River Road trying to enter Rt. 53 either to go north or south. THERE NEEDS TO BE TRAFFIC LIGHTS AT THIS INTERSECTION.

4. No mention was made about water retention at the Ridgeport facilities. Presently there is a creek that runs through this property to the Kankakee River. This land presently absorbs a lot of water. It will stop absorbing this water after the facilities are built. The city of Wilmington has flooding problems several times each year prior to Ridgeport being built. This flooding will increase if Ridgeport is not required to install large water containment lakes on its site.



Contact Us

Subject: Public Meeting: Comments

Please provide email
address should you
request a reply

Detailed description:

BUREAU OF PROGRAMMING
RECEIVED

MAY 19 2008

DISTRICT #1

To: IDOT Att: Bureau of Programming
Mr. John Baczek, P.E.
Schaumburg

From: Timothy Buck
24616 Lorenzo Rd.
Wilmington, Ill. 60481

Comments:

Lorenzo Rd. is a major East-West Rd. It has no good alternate routes available because of limited bridges and overpasses due to two river to the north and I 55 to the south. It is an evacuation route for two nuclear power plants. It is also the main access for two state parks, three recreation areas, three marinas, a power plant, industry along the Illinois river, a golf course, and a lot of homes.

Projected traffic from new development should be directed to a full interchange at Rt 129, financed by the development. Full interchanges at both Lorenzo Rd. and Rt. 129 are needed.

Please fill out the 'Subject' and 'Description' fields.

Submit

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[Contact Us](#) | [Site Map](#) | [Glossary](#)

CAB 2 RM/JSF
Richard Gartke
30939 East I-55
Wilmington, IL 60481
(815)478-2322

May 10, 2008

Illinois Department of Transportation
Bureau of Programming
Attn: John Baczek, P.E.
201 W. Center Court
Schaumburg, IL 60196-1096

Dear John:

Lim Study
In 1927, my parents bought our farm. At that time, there was only a small dirt road just to the west of the property. Later on, the state of Illinois made Route 66 and paved it. They put in ditches along the road. Consequently, they flooded the farm in the middle and north sides of our property. My dad, Raymond, was forced to put in a ditch in the middle of the farm to take the water that flooded the property, from the ditch along the road, down to the river.

When the state made Route 66 into I-55, and widened it to 4 lanes, we had to make our ditch even larger to handle the additional highway water. In 1987 four people from the state cleaned the ditches from Stripmine Road to the farm, and talked my 80 yr old mother, Catherine, then the owner of the farm, into allowing them to clean the ditch on the farm, which was approximately 3/8th of a mile. In doing so, they brought in more water, faster, causing accelerated erosion across the entire farm.

Where the ditch enters into the Kankakee River, the erosion problem is tremendous. At this time, the mouth of the ditch is 80 feet across and 30 feet deep. We have lost numerous 150 yr old oak trees and are losing the driveway on both sides of the ditch at the riverfront properties.

As a result of adding I-55, the ditch that IDOT put in along the highway caused flooding in our fields. These fields are frequently underwater. This has caused a loss of useless fields, approximately 30 feet wide by 1200 feet long within our property border. This area has grown up in 70 foot trees because there has always been water sitting in it, which made it impossible to farm. The water from I-55 has caused a significant loss of crops. If we get a 2 inch rain we will have 6 acres of water a foot deep in our fields.

As of 2002, we have been trying to work out a resolution to our problem of flooding and erosion from IDOT water coming onto our property. Will county is also involved as they are also emptying water into the ditch from Stripmine Road and Widows Road. So far we have been unable to get them to agree that they are our flooding and erosion problem. Five independent engineers have evaluated the ditch and have concluded that the flooding and erosion problems are due to IDOT and Will County. On October 4, 2006, IDOT sent a letter to Senators Durbin and Dahl, stating that IDOT is NOT eroding and flooding downstream property owners. More importantly, they also stated in that letter that highway authorities cannot cause adjacent owners' lands to be overflowed more than they had been naturally.

IDOT is planning to redo the ramps at IL-129, and eventually there will be a 6-lane highway to accommodate the additional traffic in the future. Wilmington will expand to the west of I-55. Due to these projects, there will be a dramatic increase in water flow downstream onto our farm. We are extremely anxious and concerned, because no one has notified us of what will be done to stop and correct our erosion problems.

Sincerely,

Richard Gartke
Richard Gartke

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MAY 13 2008

DISTRICT #1

U-627

IMPROVEMENTS TO
I-55 WILMINGTON

Public Meeting

Tuesday, April 29, 2008

COMMENT CARD

948
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MAY 16 2008

DISTRICT #1

We encourage you to express your views on the proposed improvements. Please print your comments below and return comments by Friday, May 16, 2008.

Name: Rex Jennings

Organization: AK swim club

Address: PO Box 2641

Joliet IL 60436

Comments:

Autte Hall
THIS study Area is Adjacent to
THE Kankakee River. THIS IS A
Very CLEAN WATERWAY And it's
well Used FOR All kinds of
Recreation. ITS water quality is
Very IMPORTANT. THE MAINTENANCE
OF THE WATERWAY ROADWAY IMPROVEMENTS
Needs to TAKE THIS INTO Account,
so there will be NO TYPE
OF POLLUTANTS GETTING TO THE RIVER

LORENZO ROAD already HAS
ACOT OF TRAFFIC, + MAIN ACCESS WAY
TO 2 STATE PARKS, 4 RECREATION AREAS
THOUSANDS of homes + Summer homes,
POWER PLANTS, BUSINESSES TO NAME SOME.
NEW DEVELOPMENT SHOULD TAKE CARE
OF THEIR OWN CONGESTION. AT I29
ACCESS SHOULD BE IMPROVED TO A FULL INTERCHANGE,
FOR THEM.

IMPROVEMENTS TO
I-55 WILMINGTON

Public Meeting

Tuesday, April 29, 2008

COMMENT CARD

9AB 2 MM/JAF
BUREAU OF PROGRAMMING
RECEIVED

MAY 19 2008

DISTRICT #1

We encourage you to express your views on the proposed improvements. Please print your comments below and return comments by Friday, May 16, 2008.

Name: Mazon River Stewardship Initiative

Organization: _____

Address: P.O. Box 287
Coal City, IL 60416

Comments:

The location of the Rt 113 exchange is within the boundaries of the Mazon River Watershed. The Mazon River Watershed Resource Plan - www.mazonriver.com - reflects the objectives of the local people concerned with flooding, soil erosion & sedimentation and growth and development impacts to drainage. The subsequent increase in runoff and water quantity degradation of this project is contradictory to the public's interest to not alter wildlife habitat thereby reducing populations, recreational opportunities and a public asset this river can be in decades to come. Past Illinois fish and mussel surveys have ranked the Mazon River as an "A" stream, with 1B1 of 56 in 2004. The state threatened river redhorse is present. Therefore, our comment brings to your attention the public's interest in the 'greater good'. IDOT must honor stakeholders by taking all measures to ensure the maintenance of our water quality and groundwater quantity as this impacts the feeding deeps to the stream.

Such measures include groundwater studies, wildlife relocation during the construction phase and, engineering extended roadway buffers of diverse native vegetation to retention areas.

Please refer to the 1st COMMENT CARD completed at the April 29th Public Meeting by Initiative member, J. Hakey.
Thank you for this opportunity to comment.

IMPROVEMENTS TO
I-55 WILMINGTON

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Public Meeting

MAY 1 - 2008

Tuesday, April 29, 2008

DISTRICT #1

COMMENT CARD

We encourage you to express your views on the proposed improvements. Please print your comments below and return comments by Friday, May 16, 2008.

Name: Joyce E. Readman

Organization: _____

Address: 30115 Readman Lane
Wilmington 60481

Comments:

How can you justify redoing the Lorenzo Road interchange when it was just done a few years ago? Yet the East Frontage Road has never been done since I-55 went in. This road, if you can call it a road, is in such bad shape. School busses have to use this road. There are 36 families that live on our farm who use the road. We really need it to be rebuilt, not just patched!

Our drainage ditches on the Frontage Road and through our farm are in such bad shape that water is backing up into our fields.

I don't like the farm land being developed as we really like our rural area and would like to see it stay as farm land. What will happen when we no longer have farm land? Think about it!

IMPROVEMENTS TO
I-55 WILMINGTON

Public Meeting

Tuesday, April 29, 2008

COMMENT CARD

QWS
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MAY 16 2008

DISTRICT #1

We encourage you to express your views on the proposed improvements. Please print your comments below and return comments by Friday, May 16, 2008.

Name: ELVIRA BALOG

Organization: _____

Address: 1619 N. OVERLOOK DR.
JOLIET, ILL. 60431

Comments:

The Ridge Development needs their
own interchange. They should not
Disrupt Chicago Road!!
It is a designated evacuation
route and a major East-West artery
with NO other way to go.
A inter - change should be
Built at Rt. 129.

IMPROVEMENTS TO
I-55 WILMINGTON

CAB & NRM/JS

Public Meeting

Tuesday, April 29, 2008

COMMENT CARD

We encourage you to express your views on the proposed improvements. Please print your comments below and return comments by Friday, May 16, 2008.

Name: Charlie & Joyce Probus

Organization: 29501 East I-55 Frontage Rd.

Address: Wilmington, IL 60481

not our
mailing address
that's at the bottom
of letter

Comments:

We have a house at the north end of the I-55 East Frontage Road off Loxeng, ~~East Loxeng~~. We have owned the property since 1974. We have seen changes down there none we've ever been able to comment on, so this is new to us. We would certainly like for you to consider a ~~sound barrier~~ along northbound I-55 as this project grows. Before the last construction we had large trees between the homes and I-55 but they were all removed and nothing replanted, so the noise is already drifting outside our homes. You say the traffic will get worse so please consider this request.

Thank you,

Mr. Charlie Probus
(Joyce)

Mr & Mrs Charlie Probus
18734 Gaylord Rd.
Lockport, IL 60441-9516

Please mail letters from you to us at the Lockport address.

IMPROVEMENTS TO
I-55 WILMINGTON

Public Meeting

Tuesday, April 29, 2008

COMMENT CARD

We encourage you to express your views on the proposed improvements. Please print your comments below and return comments by Friday, May 16, 2008.

Name: Althea & Dan Hertko

Organization: _____

Address: 29661 Roadman Lane
Wilmington, DE 60481

Comments:

We couldn't make the meeting, but we would
like to join our neighbors and ask for
a sound barrier along northbound
I-55. We are among very few original
residents down here and have seen
so many come and go and changes
to the road, but the noise is bad.
Please take our comment serious.

Althea Hertko

29661 Roadman Lane

Wilmington, DE 60481

Please send us any information
you have available.

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MAY 15 2008

DISTRICT #1



Wednesday, December 17, 2008

Diamond closes out public hearing

Jamie Mack
Staff Writer

Wednesday, December 17, 2008

Of the 40 or so people who attended the Monday night public hearing of Diamond's proposed RidgePort Logistics Center and Cinder Ridge Golf Course annexation, nearly half were engineers, lawyers, technical consultants or development group executives.

The general public weighed in at about 20 people, a significant contrast to the crowd that packed the Diamond Banquet Hall during the Diamond Zoning Commission's public hearing in the RidgePort matter.

Among those in attendance, six people asked questions and aired concerns about the project.

Grundy County leaders took the opportunity to clarify their concerns over potential roadway expenses associated with RidgePort traffic. Although the county is within two miles of the development, none of its taxing bodies would benefit from the logistic center.

County Road Commissioner Dan Duffy explained the county is responsible for Pine Bluff Road, which could see enough traffic to require a \$20 million expansion project.

"I'm being realistic. I'm just asking Ridge to work with us and share those costs," Duffy said. Otherwise, a tax increase would be the only means of financing such a project.

Duffy commended the Diamond Board for conducting ongoing dialog with the county but asked that no entitlements be granted before a Pine Bluff Road agreement is in place.

County Board member Mike Throneburg reiterated Duffy's concerns, saying, "Grundy County will be impacted. Consider these impacts."

The Coal City School District expressed similar impact concerns and reminded Diamond leaders that any tax increases will affect Diamond residents.

In favor of the RidgePort project, Peter Schmidt of Meridian Design Builders said his company would hire numerous area contractors and create thousands of local jobs. The general contractor told Diamond commissioners, "Ridge Property Trust will be a great partner to you."

Another contractor who recommended Ridge was John Flynn of Valley Fire Protection Systems.

"We've worked with Ridge for 10 years, and they've always done good, quality work," Flynn said. He anticipated

150,000 man hours would be needed just to install and maintain sprinkler systems in RidgePort buildings.

Bob Jacovic of Coal City asked for details about mine blasting vibrations and how they would affect Exelon's cooling lake as well as the Kankakee River.

Dane Tittman of Vibra-Tech Engineering said, "it won't be impacted at all. They won't even feel the blasting that far away."

The mining consultant was hired by the village of Diamond to study RidgePort's proposed underground mining operation. Tittman has studied vibration mining since 1979. His lengthy resume includes monitoring of local blast activity at area mines.

Tittman noted there are existing underground room and pillar mines located throughout Illinois, including Barlett, Joliet, Elgin, South Elgin, Bolingbrook and North Aurora.

In Vibra-Tech's monitoring of the mining industry, Tittman said he seldom sees an underground concern.

"We have very few blasting complaints from underground, and none connected with a structural component," Tittman said. "We've never had a reading above .5."

Diamond's agreement with RidgePort limits blasts to .5 peak velocity.

"If you can keep your blasts below .5, your chances of damage are almost nil," Tittman said.

He said concrete block foundations are reliable up to 3.4 particle velocity, while poured concrete is stable up to 10.0.

High pressure gas lines are unharmed at velocity up to 5.0, while wells are safe up to 2.0.

"In my 25 years experience, I have never seen structural damage from an underground blast," Tittman noted.

Tittman said a typical Midwest vibration is over in 1 second, but people often do feel the blasts.

"Human beings are good seismographs. They can feel seismographic activity at very low levels."

He said a seismograph would be set up at the nearest property, about 750 feet away from the mine, to record blast levels.

Overall, Tittman recommended the RidgePort mining project saying, "The RidgePort mine should have no adverse affect on the neighbors."

The Village Board heard from TESKA Engineering, as well. The board hired the company to produce an independent review of the RidgePort project.

Last month, TESKA's Pam Hirth gave RidgePort recommendations to the board. She reported her concerns had been addressed, and Ridge Property Trust had agreed to her outlined stipulations.

Over the past two months, Diamond has heard independent traffic reviews and financial reviews of the RidgePort project. Leaders have met with state and county road departments, Coal City and Wilmington school districts and railroad executives.

Diamond Mayor Mike Ramme said he has tried repeatedly to meet with members of the Area One Outdoor Club to discuss annexation.

"It's very difficult when there's an issue out there, and you can't discuss it," Ramme said.

During Monday's public hearing the mayor explained he was advised by the area club's board of directors that they had no power to approve an annexation. Therefore, court action was the only way to achieve an annexation.

"They were offered up to \$300,000 for an annexation," Ramme said.

He said he still hopes for a chance to sit down with the area club and outline the advantages of annexing to Diamond.

Right now Area One's objection to Ridge's petition for judicial annexation is working its way through the Will County court system. Representative for the club have expressed their desire to be left out of the RidgePort annexation.

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Wednesday, October 22, 2008

Board reviews RidgePort zoning code

Jamie Mack
Staff Writer

Wednesday, October 22, 2008

The Diamond Planning and Zoning Board of Commissioners reviewed documents for an upcoming public hearing that will advance Diamond's annexation of RidgePort Logistics Center, a proposed industrial facility at Lorenzo Road and Interstate 55.

During a special meeting on Oct. 27, the board will consider zoning for the Ridge site, along with two parcels in between, the Cinder Ridge Golf Course and Lake Point Club, both located on Kavanaugh Road. The board will consider adding a Large Scale Industrial District class to Diamond's zoning code. The new district would be created for RidgePort but could be applied to possible future developments, as well.

The Large Scale Industrial District would outline various uses at RidgePort. If recommended by the zoning board and passed by the Village Board, the code would:

- apply to 800 acres under a single owner or unified development plan.
- restrict outdoor storage and land uses to at least 300 feet from any residence.
- allow a truck plaza, recycling facility, concrete batch plant, and underground mining facility.
- outline mining activity, including well water preservation measures within one mile. The code would restrict blasting regulations to certain times of day to "try to control the dust and noise." The limestone mining facility would be 200 feet underground throughout the entire development. The plan is to mine 50-by-50 caverns in a "checkerboard pattern, leaving areas untouched. The empty spaces created could be used for storage; however, no hazardous substances would be allowed for storage.

The limestone will be used on-site, and will be sold for other projects. The point of sale for the limestone will be Diamond, meaning Diamond would receive sales taxes for transactions. Additionally, Diamond is negotiating for a

Coal City extends offer to Area One Club

Since May of this year, the village of Coal City has been talking to the Area One Outdoor Club about annexing into that village. Even now, as Diamond prepares to argue for a judicial annexation of a portion of the club, Coal City leaders press for the entire Area Number One Club, or Miner's Club as it is commonly known, to become part of Coal City.

Until a judge rules on Diamond's judicial - or forced - annexation, there is no way to tell how Coal City's bid will work out in the end. The village cannot file an intent to annex the club as long as Diamond's case is pending.

On Oct. 28, the court will decide whether a 1,000-foot strip of the club will be dedicated to Diamond. If not, Coal City will proceed with its annexation negotiations.

A portion of the club is within Coal City's borders, already. The village and many club members would like to see that

limestone allowance - a mine royalty payment to the village.

- outline off-site parking standards to prevent "trailer stacking or staging on the street."
- dictate building setbacks of 150 feet from residences. The setback increases if a building is taller. Landscaping berms will be required wherever Ridge activity connects with residential use.
- Establish lighting standards at 75 percent of the building height, up to 50 feet. Illumination will have to be directed downward.
- outline landscaping and sign regulations. The developer will have to follow existing village codes in these areas.

Although the entire site is scheduled to be annexed according to the new zoning code, The developer will be required, within 12 months of annexation, to rezone a minimum of 40 acres to commercial near the I-55/Lorenzo Road interchange. In addition, up to 20 acres must be set aside for commercial development near the future I-55/Rt. 129 interchange. The developer will receive no retail sales rebate from the village.

The Lakepoint Club is expected to be zoned as R-4, with the stipulation that only owner-occupied dwellings with residents 55 and over may be constructed there. The club will retain its 675 lots, and would be allowed to put modular homes on the lots. The population density of this property would be 3.05 units per acre.

At the golf course, a portion is expected to be zoned as R-4 to allow senior condominiums on the golf course. The population density there would be 3.25 units per acre.

Although these uses are allowed in the annexation agreement, both the golf course and Lake Point Club have expressed their intents to retain current uses. Right now, the Lake Point Club is a seasonal campground.

The remainder of the Golf Course property will be divided between Business, B-3 zoning and Industrial, I-1 zoning.

As far as roadway requirements, the new zoning code designates the village engineer to determine the necessary requirements for each new roadway.

For existing roadways, Diamond's engineer has reviewed a five-year traffic study as well as a 2030 study. The existing Lorenzo Road interchange is expected to accommodate Ridge's first phase buildout, without significant changes. Beyond that, the village of Diamond is working to accommodate the coming traffic flow.

"To-date, the village consultants including Chamlin Engineering have worked closely on addressing all of the traffic-related concerns, and will continue to work closely as the RidgePort project develops to ensure efficient and safe traffic patterns are achieved," explained village attorney John Gallo. "The village will support the future improvements on Lorenzo Road, I-55 and the frontage road, but has no obligation to fund any part of these improvements."

Related Stories

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[Wilmington to talk about RidgePort; Diamond will hold annexation hearing](#)

continued for the rest of the property.

Coal City's most recent interest in the club came in anticipation of the coming RidgePort Logistics development.

Ridge Property Trust plans a large-scale industrial development at Lorenzo and Kavanaugh roads, just a few miles from the club.

The development will include rail service on the Burlington Northern Santa Fe mainline which runs through Coal City. The rail line currently traffics 82 trains per day through the village with no quiet zone.

The railroad plans to install an additional rail line near the proposed RidgePort site.

If that rail line will carry additional trains through Coal City or will cause trains to slow down in Coal City, then the village feels the developer should be asked to mitigate the impact, regardless of which town governs the site.

Finding itself in the difficult position of being close enough to be impacted but not close enough to be included, Coal City took an active approach to the RidgePort development.

The city contacted the Illinois Department of Transportation and the U.S. Army Corps of Engineers to make comment on the upcoming development. Leaders also contacted Wilmington to make the case for a railway underpass, or overpass on Route 113.

"From the beginning, we've talked about a mutual effort between communities," said Coal City Village Administrator Matt Fritz. The village had an understanding with the city of Wilmington that Coal City's concerns, including rail and

truck traffic, would be addressed.

As it became evident this spring that Wilmington may not reach a negotiations starting point with Ridge, Coal City started looking for a way to protect its interests.

The surest way to do that seemed to be annexation of the Area One Club. The club's acreage is the best link for either Coal City or Diamond to connect to Ridge. By cutting off Diamond's path, Coal City hoped to find "a seat at the negotiating table" to discuss their impacts.

For the club, annexation to Coal City would offer a continued use of the activities members enjoy, such as hunting, fishing swimming and camping. Coal City's Industrial zoning clause, (A-1)(2)(x) is designed specifically for recreation club use.

The code outlines hunt clubs, conservation clubs, archery ranges, fishing ponds, swimming clubs, picnic areas, and clubhouse buildings and structures.

In this way, the village of Coal City could ensure club members they would not lose their existing privileges. Diamond has not yet decided what zoning it will offer the Area One Club if that annexation is accomplished. Some members fear municipal annexation will cause a large portion of the club to lose hunting privileges.

Although the club was not anxious to give up its autonomy in May, circumstances have changed considerably since then. It's possible the Area One Board of Directors will consider Coal City's offer this time around-if members are given the option.

For Coal City's part, leaders say

they still just want to be included in development talks and will make no attempt to annex RidgePort, even if they successfully annex the entire Area One club.

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Wednesday, August 19, 2009

Neighbors ask 'Who would want to live here?'

Jamie Mack
Staff Writer

Wednesday, August 19, 2009

Illinois leaders met last week with homeowners living along Murphy and Kavanaugh roads in unincorporated Wilmington Township. Residents there told Senator Gary Dahl and Regional Director Nickolas Allen of Congresswoman Debbie Halvorson's office about ongoing concerns over the pending RidgePort Logistics Center.

"Every time we meet, this group keeps getting bigger and bigger," said Dahl "And I think that's an indication that things are not going well here."

The RidgePort Intermodal, commercial and mining development is scheduled to be built within the Murphy/Kavanaugh neighborhood, and residents fear the coming industrial activity will not be compatible with their lives.

For generations, the area has accommodated acre after acre of farm crop, along with a good number of family homesteads situated on large plots of land. Today, residents question whether the area will accommodate large-scale industrial development so near their homes.

This wasn't the residents' first gathering. They began meeting over three years ago when Ridge Property Trust started acquiring property in the area.

Since that time, their numbers have diminished as some families sold their homes to Ridge, but meeting organizers assert there are still over 80 families living in the Murphy/Kavanaugh area.

Many of those residents have come to understand they will be living nearby as RidgePort breaks ground. The development has not secured municipal annexation yet, but the village of Diamond has negotiated an annexation agreement with RidgePort.

That agreement outlines landscaping accommodations to shield residents from the development. It also calls for buyout of residential properties over the course of RidgePort's construction.

Residents assert the Diamond agreement offers them little insulation from the development and even less assurance of timely purchases by Ridge Property Trust. They discussed their fears with Dahl and Allen and requested intervention at the state level.

Residents talked about the "Ridge effect" on their property values. One resident explained that her home's appraised value had declined nearly \$300,000 over a four-year period, and others noted that they can not even list their homes for sale because they are so devalued.

Residents cited the coming onset of 24-hour a day traffic, mine blasting, stone crushing and truck plaza activity as reason for the decline in their home values.

"Who in there right mind would want to live in that environment?" asked homeowner Mary Ragain.

The residents said they felt powerless against the developer and under represented by their elected leaders.

"Why aren't there laws to protect us?" asked resident Rita DeSette.

The group questioned if any government funding opportunities for RidgePort could be conditioned upon a buyout of area homes.

However, aside from a local Tax Increment Financing district, the development is privately financed.

RidgePort is on the federal list for Private Activity Bonds in the amount of \$554.8 million. That program uses no public funds but allows tax exempt interest rates. The RidgePort project also may be supported by a federally financed construction project at Interstate 55, but there is no confirmation of that funding.

Dahl and Allen promised to take the residents' concerns back to their offices and search out solutions.

Neighboring municipalities, such as Coal City, are looking for assurances, as well. Coal City is concerned the town's busy railroad crossings will become traffic barriers as trains slow for entry to the RidgePort transmodal link.

"The only thing worse than 82 trains a day is 82 slow moving trains a day," said Coal City Administrator Matt Fritz.

For now, neighbors and state leaders have some time to try to resolve concerns. Developers are still unsuccessful in attaining annexation to Diamond, or any other municipality. Until annexation is successful, the project will remain untouched.



The purpose of this letter is to announce the second public meeting and update you on the project progress. The team will be holding a public meeting to present alternatives that are being evaluated for this project, and then gain feedback and comments. It will be held at the following time and location:

**Wednesday, September 16, 2009
4:00 – 7:00 p.m.
Coal City Middle School – Community Room
500 S. Carbon Hill Road
Coal City, IL 60416**

A formal presentation of the status of the project will be given by the team at 4:30 PM and 6:00 PM. Exhibits will be displayed, with Illinois Department of Transportation staff and consultant representatives available to discuss the project and answer any questions. The following provides a brief update on the project.

Project Update

The Purpose and Need report was approved by FHWA and other Federal agencies in February 2009 and is posted on the website for review. This report can be found on the “Information” page under the “Environmental Documents” Link. A series of alternatives have been developed, and these will be presented at the public meeting on September 16, 2009. Comments and concerns regarding the project are encouraged and can be submitted in the “Contact Us” page of the website.

http://www.i-55wilmingtonstudy.com/Info_center.html

Thank you for your interest in this project.

Sincerely,
Your I-55 Project Team

Northwest Muffler & Auto Repair

32415 S. Rte. 53, Wilmington

(former Stark's Auto location)

476-2570

Drive a little, Save a lot!



Mon.-Fri. 7:30 a.m.-7 p.m.
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10% Senior Discount!
Lifetime warranty on mufflers available!
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said Jeff Reents, high school assistant principal. The reaction at first was of course negative. No one likes rules especially new ones, he

entered their third week of school with the new rules, surprisingly no detentions were given because of the purse rule. Reents said there

out, Reents said he'll find out at the end of the year if they do or not.

In the end some students are realizing they may

Wilmington lunch menu

Sept. 7-11
Monday: no school

Tuesday: Cheeseburger on bun, chips, fruit snack,

apple, milk

Wednesday: Cold ham and cheese, cheesy hash-browns, applesauce, milk

Thursday: Tacos, Spanish rice, salsa, pears, milk

Friday: no lunch

You are invited to attend the second Public Meeting held by the Illinois Department of Transportation concerning the alternatives being evaluated for the improvement of Interstate Route 55 at Lorenzo Road and Illinois Route 129.

Date: September 16, 2009

Time: 4:00 PM to 7:00 PM

Place: Coal City Middle School
Community Room
500 S. Carbon Hill Road
Coal City, IL 60416

Purpose of the Meeting: To present the alternatives that are being evaluated for this project and to obtain feedback and comments from the public. Two formal presentations regarding the status of the project will be presented by the team at 4:30 PM and 6:00 PM. Exhibits will be on display with Illinois Department of Transportation staff and consultant representatives available to discuss the project and answer any questions.

This meeting will be accessible to handicapped individuals. Anyone needing special assistance should contact Mir Mustafa, Project Manager, at (847) 705-4477. Persons planning to attend who will need a sign language interpreter or other similar accommodations should notify the Department's TTY/TDD number (888) 642-3455 at least five days prior to the meeting.

All correspondence regarding this project should be sent to:

Illinois Department of Transportation
Bureau of Programming
Attention: Mir Mustafa
201 West Center Court
Schaumburg, IL 60196-1096

Illinois Department of Transportation
PUBLIC INFORMATION MEETING



I'M THERE



Randy May, Agent
201 E. Kahler Road
Wilmington, IL 60481
Bus: 815-476-2113
randy@callrandymay.com

CALL MY
OFFICE FOR
A QUOTE
24/7.



State Farm Mutual Automobile Insurance Company
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P80923 05/08

						3		
	5	7			1			
1	3					5	6	
					2			
2			8		3	9		
5				7	9			
	4							6
		9				8	2	
7			4				9	

Level: Intermediate

SUDOKU - Here's how it works:

Sudoku puzzles are formatted as a 9x9 grid, broken down into nine 3x3 boxes. To solve a sudoku, the numbers 1 through 9 must fill each row, column and box. Each number can appear only once in each row, column and box. You can figure out the order in which the numbers will appear by using the numeric clues already provided in the boxes. The more numbers you name, the easier it gets to solve the puzzle!

7. Cycles per minute
10. 2 or more draft animals
12. Baby carriage
14. Go quickly
15. Snow house
17. Swiss river
18. Metal containers
19. Interference
22. Glides on ice
23. Inner layer of the skin
24. Object of worship
25. Feel ill
26. Manuscript (abbr.)
27. A tall vase
28. Macaws
30. A wooden pin
34. Launched Apollo
37. A pleasant odor
40. Surface sheen
42. Home entertainment controller
46. Building plot
47. Movie "_____ and the King"
48. Gulf of, in the Aegean
49. One of the Mannings
50. Phonograph record
51. Sodium chloride
52. British air aces
53. Sweet or savory baked pastry
54. Lock opener

CLUES DOWN

1. About organ of hearing
2. Edible lily bulbs
3. Gazelle hound
4. Practice fights
5. Biblical name for Syria
6. Container weight deduction
7. Fairy tale prince
8. About a conifer
9. Military food hall
11. Atom with a valence of 1
13. Anthropologist Margaret
16. A cushioned foot stool
18. Tubocurarine
20. Anguilliformes
21. Point midway between S and E
27. Relays recent information
28. Drink taken before a meal
29. Take out
32. _____ly: knotted tree
33. Folder paper
35. Lithuanian basketballer
36. Parka
38. Of I
39. P_____ox: contradictory statement
40. Topographic point
41. Corneal mush
42. Exploiter
43. Clip
44. Oversees U.S. standards
45. Z_____: spicy

When she's not teaching, Kielusiak enjoys outdoor activities such as biking, camping and skiing.

Scott MacConnell will begin his teaching career instructing biology and physical science classes at the high school this year.

An ex-police officer, MacConnell has an associates degree in criminal justice and bachelor's degree in special education from Northern Illinois University.

His goal is to provide each of his students with a memorable school year. "A lot will be learned by both myself and the students," he said, noting he will provide an equal playing field for all to succeed.

"I will develop ways to meet each of my individual students needs so that they can reach their highest potential," MacConnell said.

Raised in a small town, MacConnell currently lives in Joliet with his wife, a respiratory therapist.

He notes that he gave up a chance to appear in a reality

show. "Coal City is a wonderful community and I wanted to be a part of it in some way," Roseland said of her new position.

This year, she plans on integrating more technology into her teaching. She is a believer of using a variety of modes of instruction to meet the diverse needs of her students.

When not in the classroom, Roseland enjoys outdoor activities with her family. She and her husband, Bill are the parents of Nick, Anna and Brooke.

Also returning to the middle school is Sandra Sanburg, a former GCSEC employee who had been assigned to teach in the district.

"I previously taught in the middle school and am very aware of the excellent learning environment and many advantages offered by the Coal City School District," said Sanburg, who will teach eighth grade classes.

a bachelor's degree in elementary education, Smith also holds a special education certification from Governor's State University.

Smith and her husband, Jason are the parents of three children, Paityn, Keegan and Ava. In her free time she enjoys spending time with family, boating and watching her children play T-ball and softball.

Maura Steinke begins her teaching career at the high school. The University of Illinois graduate will be instructing English this year.

Steinke believes all students have the ability to learn and be successful and this year her goal is to help her students reach their goals.

Having recently went backpacking through Europe, Steinke has settled down in Joliet. In her free time she enjoys traveling, music and reading.

In addition to her teaching duties at the high school, Carrie Tessler serves as chairperson of the district's special education department.

Tessler is no stranger to Coal City, she taught and coached in the district for five years before taking a position with SOWIC.

"Coal City is a great community to live in and be a part of," Tessler said, noting the district has so many great opportunities for students

masters degree from the University of St. Francis.

Outside of class, Vahle enjoys watching Big Ten football, swimming, reading, skiing, yoga and photography.

"Children are learners, but they do not all learn the same way. By tapping into how each individual leans best, I will facilitate their growth to the best of my ability," said Jill Zelko, who joins the intermediate schools staff this fall as a fourth grade teacher.

Zelko plans to give her students the necessary tools along with inspiration so they may build themselves up to their highest aspirations.

A resident of Coal City, Zelko has served as a substitute teacher in the district and surrounding communities for five years.

"As a sub, I really enjoyed working in the district," she said, "Coal City is a great community and I believe my children have benefited from attending Coal City schools."

Zelko holds a bachelor's degree in special education and elementary education from Lewis University.

She and her husband, Joe, are the parents of two daughters, Casey and Kayla, who attend CCHS. In her free time she enjoys spending time with family and reading.

			5			2		
		5					7	8
			9		1			6
						6	4	
	5			7			8	
	2	6			3			9
2	4	1		9	6			
3								
				4			2	1

SUDOKU - Here's how it works:

Sudoku puzzles are formatted as a 9x9 grid, broken down into nine 3x3 boxes. To solve a sudoku, the numbers 1 through 9 must fill each row, column and box. Each number can appear only once in each row, column and box. You can figure out the order in which the numbers will appear by using the numeric clues already provided in the boxes. The more numbers you name, the easier it gets to solve the puzzle!

You are invited to attend the second Public Meeting held by the Illinois Department of Transportation concerning the alternatives being evaluated for the improvement of Interstate Route 55 at Lorenzo Road and Illinois Route 129.

Date: September 16, 2009

Time: 4:00 PM to 7:00 PM

Place: Coal City Middle School
Community Room
500 S. Carbon Hill Road
Coal City, IL 60416

Purpose of the Meeting: To present the alternatives that are being evaluated for this project and to obtain feedback and comments from the public. Two formal presentations regarding the status of the project will be presented by the team at 4:30 PM and 6:00 PM. Exhibits will be on display with Illinois Department of Transportation staff and consultant representatives available to discuss the project and answer any questions.

This meeting will be accessible to handicapped individuals. Anyone needing special assistance should contact Mir Mustafa, Project Manager, at (847) 705-4477. Persons planning to attend who will need a sign language interpreter or other similar accommodations should notify the Department's TTY/TDD number (888) 642-3455 at least five days prior to the meeting.

All correspondence regarding this project should be sent to:

Illinois Department of Transportation
Bureau of Programming
Attention: Mir Mustafa
201 West Center Court
Schaumburg, IL 60196-1096





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Sun-Times News Group, does hereby certify it has published the attached advertisements in the following secular newspapers. All newspapers meet Illinois Compiled Statute requirements for publication of Notices per Chapter 715 ILCS 5/0.01 et seq. R.S. 1874, P728 Sec 1, EFF. July 1, 1874. Amended By Laws 1959, P1494, and EFF. July 17, 1959. Formerly Ill. Rev. Stat. 1991, CH100, P1..

Note: Legal Notice appeared in the following checked positions.

PUBLICATION DATE(S): 8/26/09, 9/1/09
2 times

You are invited to attend the second Public Meeting held by the Illinois Department of Transportation, concerning the alternatives being evaluated for the improvement of Interstate Route 55 at Lorenz Road and Illinois Route 120.

Date: September 18, 2009
Time: 4:00 PM to 7:00 PM
Place: Coal City Middle School
Community Room 500 S. Carbon Hill Road
Coal City, IL 60416

Purpose of the Meeting: To present the alternatives that are being evaluated for this project and to obtain feedback and comments from the public. Two formal presentations regarding the status of the project will be presented by the team at 4:30 PM and 6:00 PM. Exhibits will be on display with Illinois Department of Transportation staff and consultant representatives available to discuss the project and answer any questions.

This meeting will be accessible to handicapped individuals. Anyone needing special assistance should contact Mr. Skutala, Project Manager, at (647)705-4477. Persons planning to attend who will need a sign language interpreter or other special accommodations should notify the Department's TTY/TDD number (888) 642-3455 at least five days prior to the meeting.

All correspondence regarding this project should be sent to: Illinois Department of Transportation
Bureau of Programming
Attention: Mr. Skutala
301 West Center Court
Schaumburg, IL 60196-1096
335822 Pub. 5/28 & 9/1/2009

- | | |
|---|---|
| <input type="checkbox"/> The Beacon News | <input type="checkbox"/> The Courier News |
| <input checked="" type="checkbox"/> The Herald News | <input type="checkbox"/> The Lake County News-Sun |
| <input type="checkbox"/> The Naperville Sun | <input type="checkbox"/> The SouthTownStar |
| <input type="checkbox"/> The Chicago Sun-Times | <input type="checkbox"/> Pioneer Press/The Doings |

Weekly Papers

- ☐ Batavia Sun
- ☐ Bolingbrook Sun
- ☐ Downers Grove Sun
- ☐ Fox Valley Villages Sun
- ☐ Geneva Sun
- ☐ Glen Ellyn Sun
- ☐ Homer Township/Lockport/Lemont Sun
- ☐ Lincoln Way Sun
- ☐ Lisle Sun
- ☐ Plainfield Sun
- ☐ St. Charles Sun
- ☐ Wheaton Sun

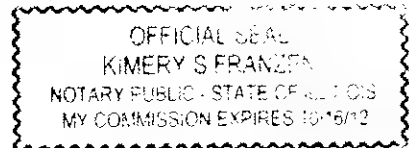
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By

John G. Bieschke

John G. Bieschke

Legal Advertising Manager (Official Title)



Subscribed and sworn to before me this 1st Day of Sept A. D. 2009

By:

[Signature]
Notary Public



Public Meeting Sign In

September 16, 2009, 4:00 –7:00 PM, Coal City Middle School



Name (Please Print)	Address	Representing (Check box and identify)	Check to be added to mailing list
1. JAMES WALLACE		Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	
2. MICHAEL HIMS		Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	
3. FRANK STODER		Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	
4. Bill Wunderlich		Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	
5. Jeff Wunderlich		Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	
6. MIKE PERRY		Self <input type="checkbox"/> Business <input checked="" type="checkbox"/> Affiliation <input type="checkbox"/> Name: <u>VIL. OF DIAMOND</u>	



Public Meeting Sign In

September 16, 2009, 4:00 –7:00 PM, Coal City Middle School



Name (Please Print)	Address	Representing (Check box and identify)	Check to be added to mailing list
1. ANNETTE GALLAGHER		Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	
2. Georgette Vota		Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input checked="" type="checkbox"/> Name: <u>Village of Coal City</u>	X
3. John + Terrie Cairns		Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input checked="" type="checkbox"/> Name: <u>Wilmington Township</u>	
4. JERRY THOMAS		Self <input type="checkbox"/> Business <input checked="" type="checkbox"/> Affiliation <input type="checkbox"/> Name: <u>NATURAL GAS PIPELINE Co.</u> <u>KINDER MORGAN</u>	X
5. Tom O'Brien		Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: <u>Natural Gas Pipeline Co</u> <u>(KINDER Morgan)</u>	
6. Gene Sims Sue Sims		Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	



Public Meeting Sign In

September 16, 2009, 4:00 –7:00 PM, Coal City Middle School



Name (Please Print)	Address	Representing (Check box and identify)	Check to be added to mailing list
1. Du Rehn		Self <input checked="" type="checkbox"/> Business <input checked="" type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	
2. BRUCE D. GOULD		Self <input type="checkbox"/> Business <input checked="" type="checkbox"/> Affiliation <input type="checkbox"/> Name: <u>WILL COUNTY</u>	
3. Kim Smith		Self <input checked="" type="checkbox"/> Business <input checked="" type="checkbox"/> Affiliation <input type="checkbox"/> Name: <u>Herald News</u>	
4. Dave Marion		Self <input type="checkbox"/> Business <input checked="" type="checkbox"/> Affiliation <input type="checkbox"/> Name: <u>Consolidated Pipe</u>	
5. BOB CONSIDINE		Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	
6. Bob Rank Bob Rank		Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	



Public Meeting Sign In

September 16, 2009, 4:00 –7:00 PM, Coal City Middle School



Name (Please Print)	Address	Representing (Check box and identify)	Check to be added to mailing list
1. Kathy Stowe	[REDACTED]	Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	<input checked="" type="checkbox"/>
2. Jay Eichholz	[REDACTED]	Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	<input checked="" type="checkbox"/>
3. Jay Kane CONSOLIDATED PIPE	[REDACTED]	Self <input type="checkbox"/> Business <input checked="" type="checkbox"/> Affiliation <input type="checkbox"/> Name: <u>CONSOLIDATED PIPE</u>	<input type="checkbox"/>
4. LAWRENCE NECHLES	[REDACTED]	Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	<input checked="" type="checkbox"/>
5. Robert Brink	[REDACTED]	Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	<input type="checkbox"/>
6. Neegan Koss	[REDACTED]	Self <input type="checkbox"/> Business <input checked="" type="checkbox"/> Affiliation <input type="checkbox"/> Name: <u>Rep. Carreen Gordon</u>	<input type="checkbox"/>



Public Meeting Sign In

September 16, 2009, 4:00 –7:00 PM, Coal City Middle School



Name (Please Print)	Address	Representing (Check box and identify)	Check to be added to mailing list
1. Jay Hornad		Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	
2. DOUGLAS WAGY		Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	
3. MARK GOODWIN		Self <input type="checkbox"/> Business <input checked="" type="checkbox"/> Affiliation <input type="checkbox"/> Name: <u>Goodwin & Assoc.</u>	
4. Jamie Mack		Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	
5. Teresa Kernc		Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input checked="" type="checkbox"/> Name: <u>Village of Diamond</u>	
6. Aaron Felske		Self <input type="checkbox"/> Business <input checked="" type="checkbox"/> Affiliation <input type="checkbox"/> Name: <u>Nicor Gas</u>	



Public Meeting Sign In

September 16, 2009, 4:00 –7:00 PM, Coal City Middle School



Name (Please Print)	Address	Representing (Check box and identify)	Check to be added to mailing list
1. A.S. VILT		Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: <u>VILT'S GREENHOUSE</u>	<input checked="" type="checkbox"/>
2. MARTY ORE		Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input checked="" type="checkbox"/> Name: <u>CITY of WILMINGTON</u>	<input checked="" type="checkbox"/>
3. MAT FRITZ		Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input checked="" type="checkbox"/> Name: <u>VILLAGE OF COAL CITY</u>	<input checked="" type="checkbox"/>
4. Kay Fosnaugh		Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	<input checked="" type="checkbox"/>
5. DARLA HEISES		Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: <u>Council Member</u> <u>Alderman Ward 2</u>	<input checked="" type="checkbox"/>
6. Nancy Anna		Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: <u>Grundy EDC</u>	<input type="checkbox"/>



Public Meeting Sign In

September 16, 2009, 4:00 –7:00 PM, Coal City Middle School



Name (Please Print)	Address	Representing (Check box and identify)	Check to be added to mailing list
1. Laurie Kotesa		Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: <u>Lissy's Polaris II</u>	
2. Timothy Buch		Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	
3. John Penni		Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input checked="" type="checkbox"/> Name: <u>Council member</u>	✓
4. Doris Ragain George Ragain		Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	
5. MS + Richard Ragain		Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	✓
6. Marc Grigas		Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: <u>Strand Associates, Inc.</u>	



Public Meeting Sign In

September 16, 2009, 4:00 –7:00 PM, Coal City Middle School



Name (Please Print)	Address	Representing (Check box and identify)	Check to be added to mailing list
1. GREG BALES		Self <input type="checkbox"/> Business <input checked="" type="checkbox"/> Affiliation <input type="checkbox"/> Name: CONGRESSWOMAN HALVORSON	✓
2. NASADOWSKI		Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: ELAINE + RICK	✓
3. Sheldon Latz		Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	—
4. JOHN W. HERBST		Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	
5. DAVID McLUCKIE		Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	
6. NEAL NEWSON (mayor)		Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: Village of Coal City	✓



Public Meeting Sign In

September 16, 2009, 4:00 –7:00 PM, Coal City Middle School



Name (Please Print)	Address	Representing (Check box and identify)	Check to be added to mailing list
1. Debbie Rozak		Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: <u>Will County BO,</u>	<input checked="" type="checkbox"/>
2. Dave Warner		Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	
3. Annette + Randie Hulva		Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	<input checked="" type="checkbox"/>
4. Angie Hulton		Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	
5. Jim Hulton		Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: <u>Public Blog + Property - Commissioner</u>	<input checked="" type="checkbox"/>
6. Lucy Lamm		Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	



Public Meeting Sign In

September 16, 2009, 4:00 –7:00 PM, Coal City Middle School



Name (Please Print)	Address	Representing (Check box and identify)	Check to be added to mailing list
1. <i>Kathleen Starkey</i>	[REDACTED]	Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	
2. <i>SENATOR Gary Dahl</i>	[REDACTED]	Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	
3. <i>Sally Gerbo</i>	[REDACTED]	Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	
4. Donna Scholtes	[REDACTED]	Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: <i>Village of Diamond</i>	
5. <i>John & Murphy</i>	[REDACTED]	Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	
6. <i>TOMMY VARGAS</i>	[REDACTED]	Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	



Public Meeting Sign In

September 16, 2009, 4:00 –7:00 PM, Coal City Middle School



Name (Please Print)	Address	Representing (Check box and identify)	Check to be added to mailing list
1. Cris Bell		Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	<input checked="" type="checkbox"/>
2. Kate Regis		Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	<input type="checkbox"/>
3. Peter Zouganelis		Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	<input checked="" type="checkbox"/>
4. Charlie & Jeze Probus		Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	<input type="checkbox"/>
5. ERIC FOSNAUGH		Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	<input type="checkbox"/>
6. Frank Perucca		Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	<input type="checkbox"/>



Public Meeting Sign In

September 16, 2009, 4:00 –7:00 PM, Coal City Middle School



Name (Please Print)	Address	Representing (Check box and identify)	Check to be added to mailing list
1. Joe Regis		Self <input type="checkbox"/> Business <input checked="" type="checkbox"/> Affiliation <input type="checkbox"/> Name: City of Wilmington	✓
2. KEN ROACH BEV ROACH		Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	✓
3. CHRIS + JIM BOHARSKI		Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	✓
4. Janet Cherbak		Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	
5. Ellen + Tom Boger		Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	✓
6. Scott Ruff		Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	



Public Meeting Sign In

September 16, 2009, 4:00 –7:00 PM, Coal City Middle School



Name (Please Print)	Address	Representing (Check box and identify)	Check to be added to mailing list
1. RICHARD GARTHE	[REDACTED]	Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	
2.		Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	
	Zip		
3.		Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	
	Zip		
4.		Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	
	Zip		
5.		Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	
	Zip		
6.		Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	
	Zip		

Illinois Department of Transportation

Illinois contains over 138,000 miles of highways, streets, and roads. This system is owned and operated by four levels of government: state, county, township, and municipal. The Illinois Department of Transportation (IDOT) is responsible for the state owned and operated portion of this vast system. The following is a listing of IDOT’s major responsibilities:

- Overseeing construction, operation, and maintenance of 17,000 miles of highway.
- Development and implementation of comprehensive public transportation programs.
- Development and administration of airport improvement programs.
- Administration of state assistance for rail lines and new facilities.
- Advancement of transportation safety.

District One

There are several principal divisions within IDOT. The Division of Highways (DOH) is responsible for the design, construction, operation and maintenance of the state highway systems as well as the administration of the program for Local Roads and Streets. Nine geographical districts exist within the DOH. Each district is responsible for the divisional operations within its assigned area. District One encompasses six counties in northeastern Illinois including the City of Chicago, suburban Cook County, and the five collar counties of DuPage, Kane, Lake, McHenry, and Will.

The state highway system in District One consists of 3,006 miles of highways and 1,769 bridges, supporting more than 100 million miles of travel daily. Approximately \$4.4 billion will be provided during Fiscal Years 2010-2015 for improvements to state highways in District One.

District One Fiscal Year 2010-2015 Anticipated Accomplishments:

- | | |
|---|---|
| • 51 miles of interstate rehabilitation | • 82 minor structure repairs |
| • 1,036 miles of non-interstate maintenance | • 36 miles of highway congestion mitigation |
| • 46 interstate bridges | • 1 highway expansion location |
| • 162 non-interstate bridges | • 82 traffic safety improvements |
| • 4 new bridges | |

Questions, Comment and Information

Written statements and opinions may be submitted during the Public Meeting or mailed to the Illinois Department of Transportation by no later than October 1, 2009, in order to become part of the official Public Input Meeting Record. Correspondence should be addressed to:

Illinois Department of Transportation
Bureau of Programming, Attn: Mir Mustafa
201 West Center Court
Schaumburg, Illinois 60196-1096

All material from the Public Meeting, including engineering data and written comments from interested individuals, may be reviewed or copied (at the requestor’s expense) at the above address. Questions regarding the project should be directed to Mr. Mir Mustafa at (847)-705-4477.



Meeting Transportation Needs



**Illinois Department
of Transportation**

PUBLIC MEETING No. 2
INTERSTATE ROUTE 55
AT LORENZO ROAD AND AT ILLINOIS
ROUTE 129



Date:	Wednesday, September 16, 2009
Time:	4:00 P.M. to 7 P.M.
Place:	Coal City Middle School Community Room Coal City, IL 60416

Welcome!

The Illinois Department of Transportation (IDOT) welcomes you to this Public Meeting for the proposed improvement of Interstate Route 55 at Lorenzo Road and at Illinois Route 129 in Will County.

The purpose of this meeting is to present alternatives that are being evaluated for this project, and gain your feedback and comments. A formal presentation of the project status will be given by the team at 4:30 P.M. and 6:00 P.M. We encourage you to listen to the presentation, examine the exhibits on display in the back of the room and ask questions of the representatives from IDOT and their consultant, Alfred Benesch & Company.

Your comments and concerns are an important part of this meeting. Written questions and comments are to be directed to IDOT and placed in either the comment box at this meeting or mailed to the address shown on the comment card. **In order for your comments to become a part of the official record of this public meeting, they must be submitted to IDOT by October 1st, 2009.**

Study Area



Purpose of the Project

- Improve Safety
- Improve Access
- Improve Interchange Capacity
- Address IL-129 Interchange Bridge Deficiencies

Roadway Needs

- Access to and from I-55 is limited due to the lack of ramps on the west side of I-55 at IL-129 and the unconventional geometry of the IL-129 interchange which inhibits operations.
- There are a number of safety concerns at IL-129. The tight radii of the ramps do not meet current design policies. The ramp configuration and vegetation in the wide median limits visibility.
- The current interchange configuration will not accommodate the forecasted future traffic.

Concerns from 2008 Meeting

- Impacts of project on local roadway network
- Condition of the frontage roads
- Drainage concerns

What is being Proposed?

Four alternatives have been developed that provide varying levels of new access and improved capacity to accommodate future traffic. The Alternatives are summarized below, will be presented during the meeting, and are shown on the exhibits at the back of the meeting room.

A. No-Action

No public roadway improvements within the study area beyond routine maintenance.

Required to be carried forward for evaluation.

B. Improve IL-129 Interchange

Address safety/operational deficiencies at IL-129 and provide additional capacity via new western access at IL-129.

Close and remove the existing ramps to and from the north at the Lorenzo Road interchange.

C. Improve IL-129 and Lorenzo Rd. Interchanges

(INCLUDES GEOMETRIC SUB-ALTERNATES C-1 THROUGH C-4)

Address safety/operational deficiencies at IL-129 and provide additional capacity via new western access at IL-129. Relocate Lorenzo Road interchange to the south and provide additional capacity.

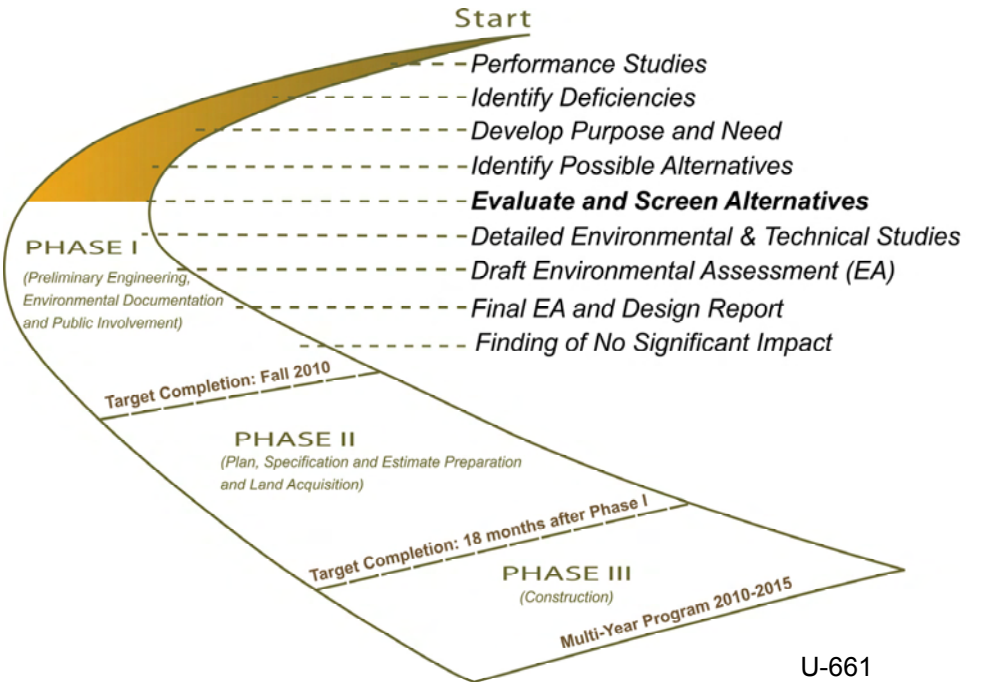
D. Combined Interchange

Combine the IL-129 and Lorenzo Road interchanges into a single interchange that provides additional capacity and addresses existing safety and operational issues.

Next Steps

Detailed environmental and technical studies will be completed for the Alternatives being carried forward. Based on these evaluations and studies along with public comment a Preferred Alternative will be selected. An additional public meeting will be conducted to obtain input on the Preferred Alternative. An Environmental Assessment (EA) and Design Report will be completed. The timeline below outlines the overall project schedule.

Project Timeline





Interstate 55 Study at Lorenzo Road and Illinois Route 129

Public Meeting No. 2
September 16, 2009

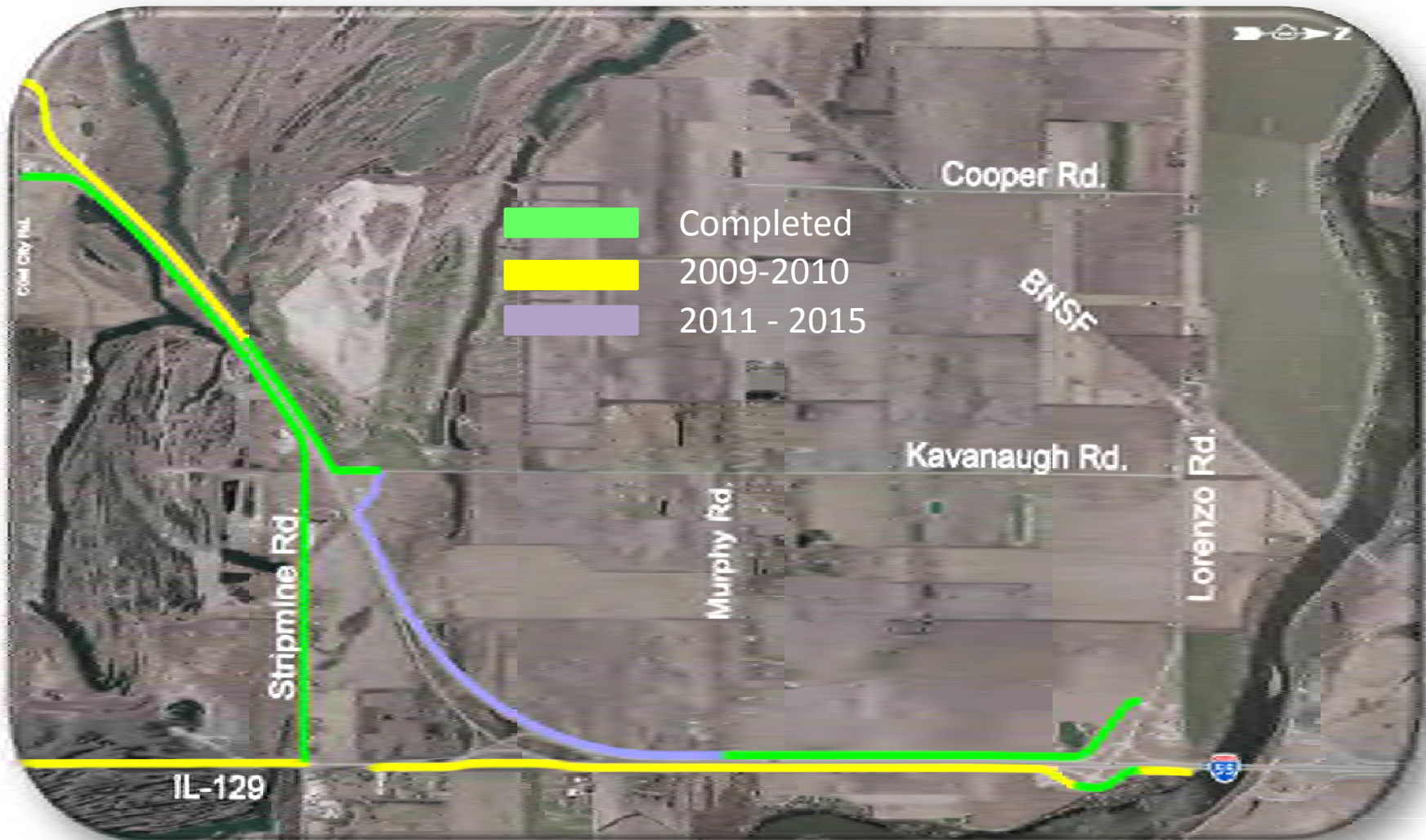
Last Meeting: April 2008

- Briefing on project scope and plan
 - Goal: get people safely on and off I-55
- Learned about stakeholder concerns
 - Frontage road conditions
 - Drainage
 - Truck traffic
- Ridge Development Update

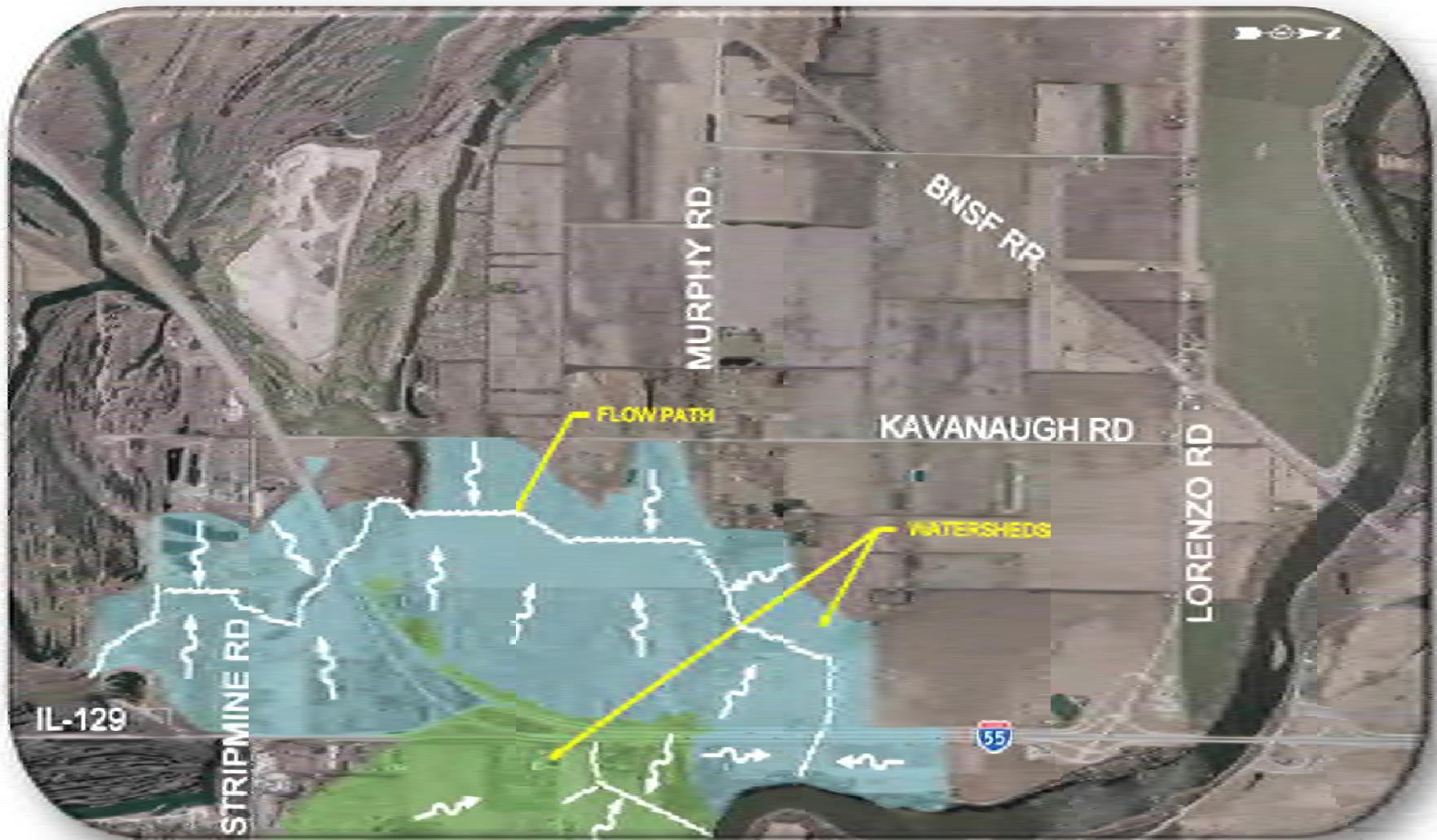
Since last meeting

- Studied operational issues
- Completed traffic projections
- Coordinated with Counties, communities, Ridgeport
- Worked with residents re: drainage
- Worked with resource agencies:
 - Corps, US EPA, US Fish and Wildlife, USDA, IDNR
- Developed a Purpose and Need
- Defined potential alternatives

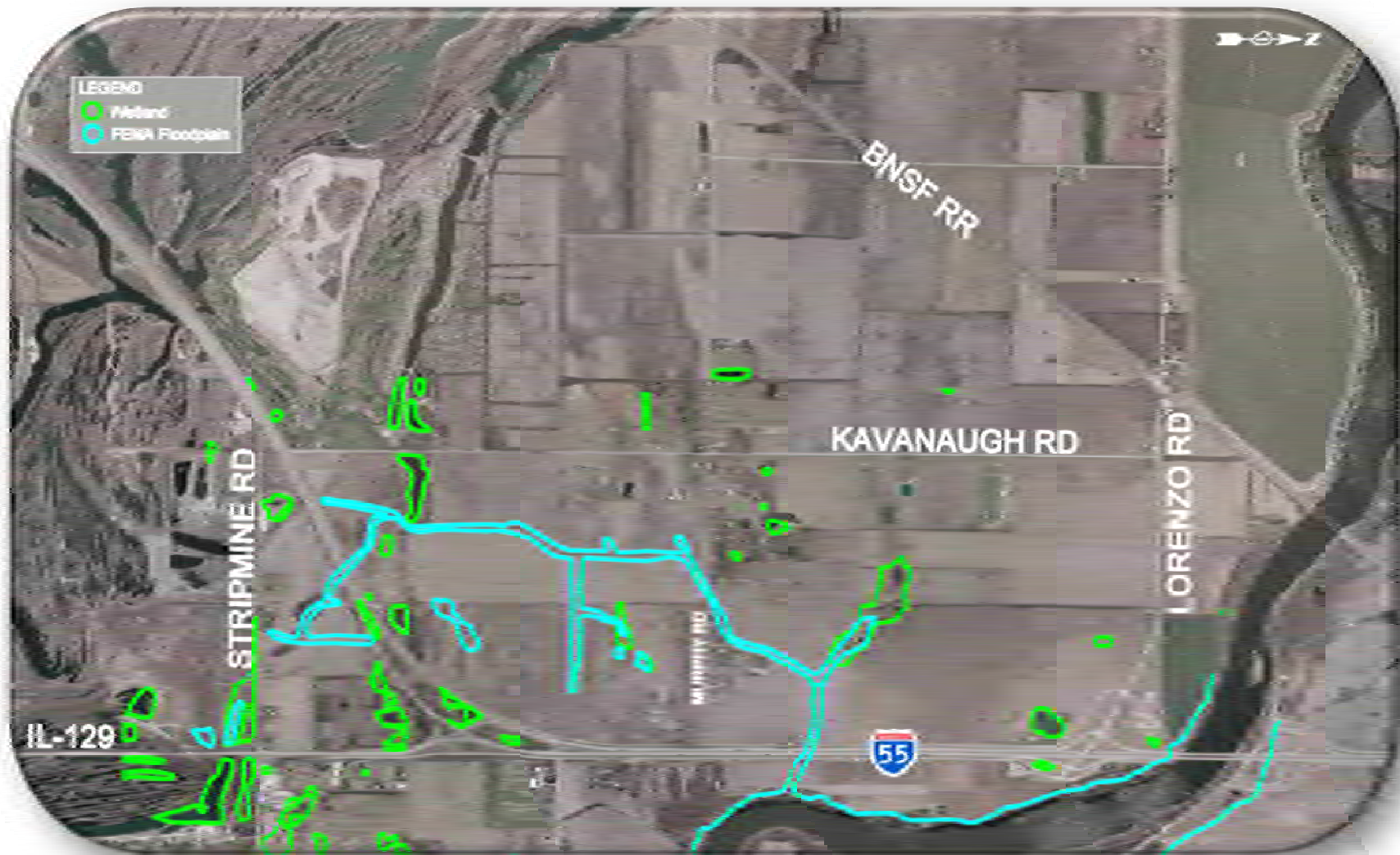
Frontage Roads



Drainage Concerns



Environmental Issues



Update

Ridgeport Update

- 1,407 acres acquired
- Groundbreaking in 2010
- Pre-annexation agreements – Wilmington and Diamond

Agenda - today's meeting

- ❑ Explain project need
- ❑ Present alternatives being considered
- ❑ Provide current status and schedule
- ❑ Gain feedback and comments









Today's goal

Study Corridor

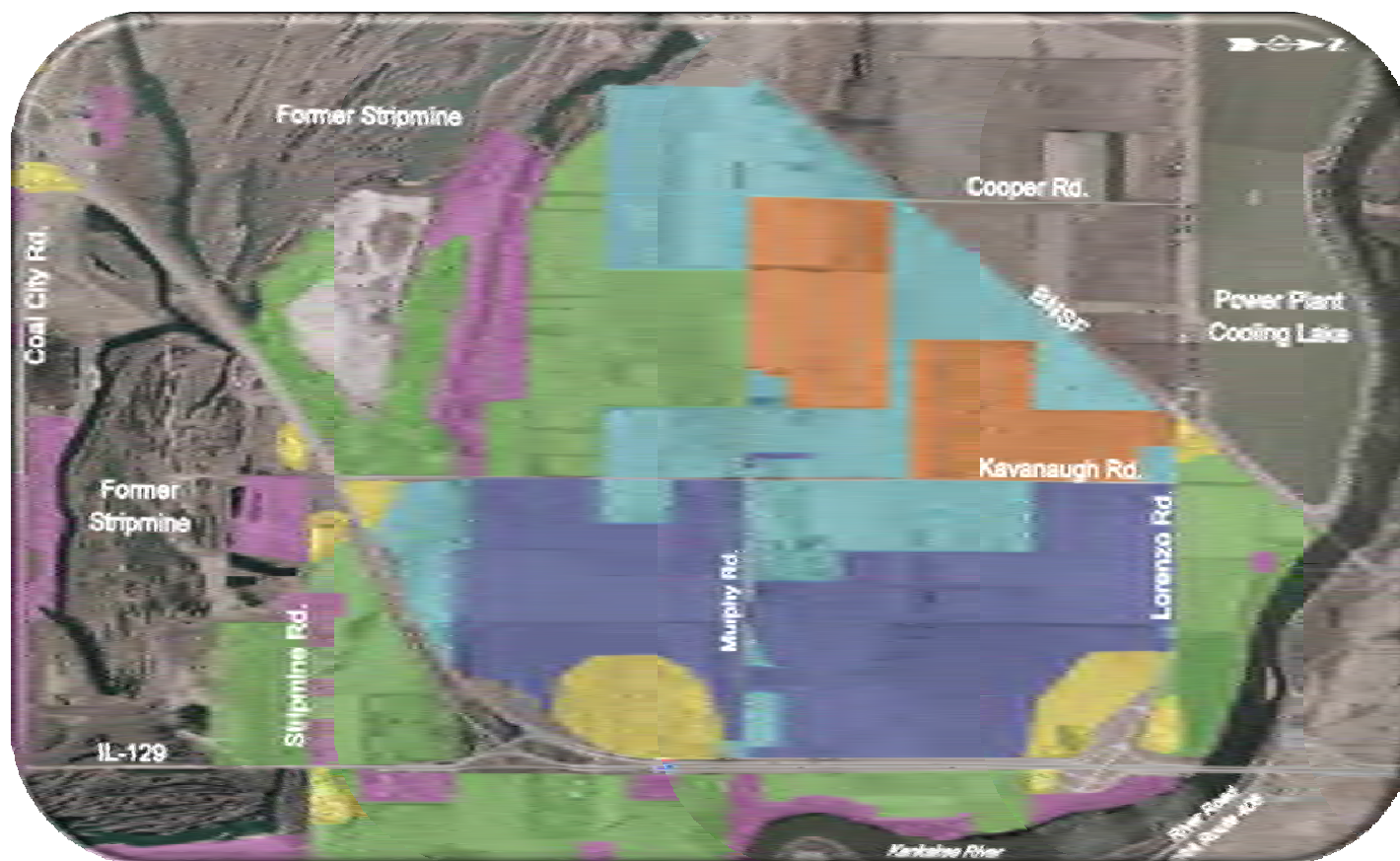


Land Use



-  Residential
-  Commercial
-  Agriculture
-  Intermodal
-  Warehouse/
Commercial
-  Potential for
land use
change

Land Use



- Residential
- Commercial
- Agriculture
- Intermodal
- Warehouse/
Commercial
- Potential for
land use
change

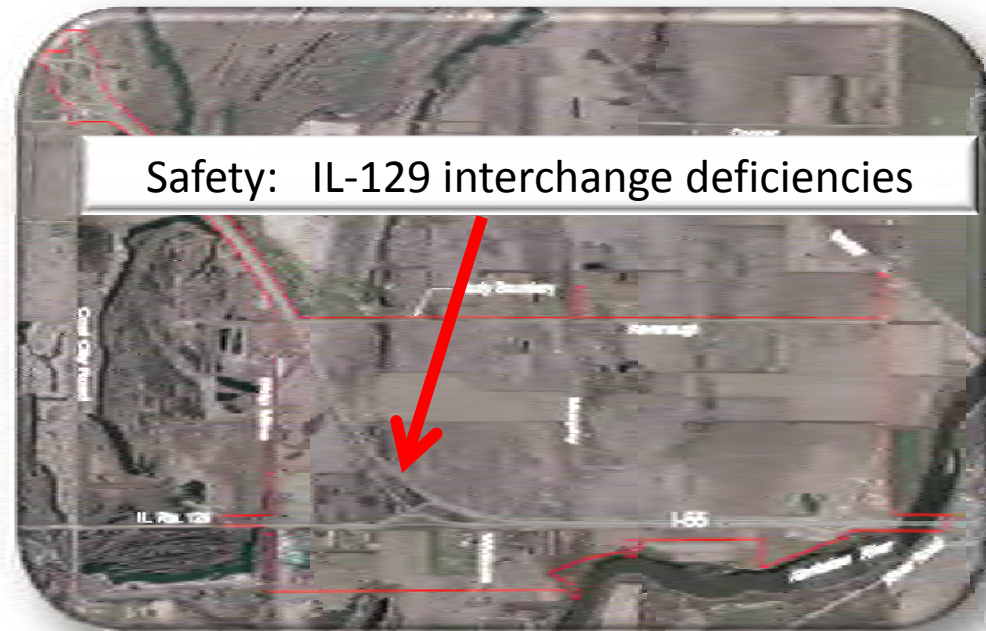
Purpose and Need

*Improve safety,
access and
interchange
capacity to service
projected traffic
volumes*



Purpose and Need

*Improve safety,
access and
interchange
capacity to service
projected traffic
volumes*



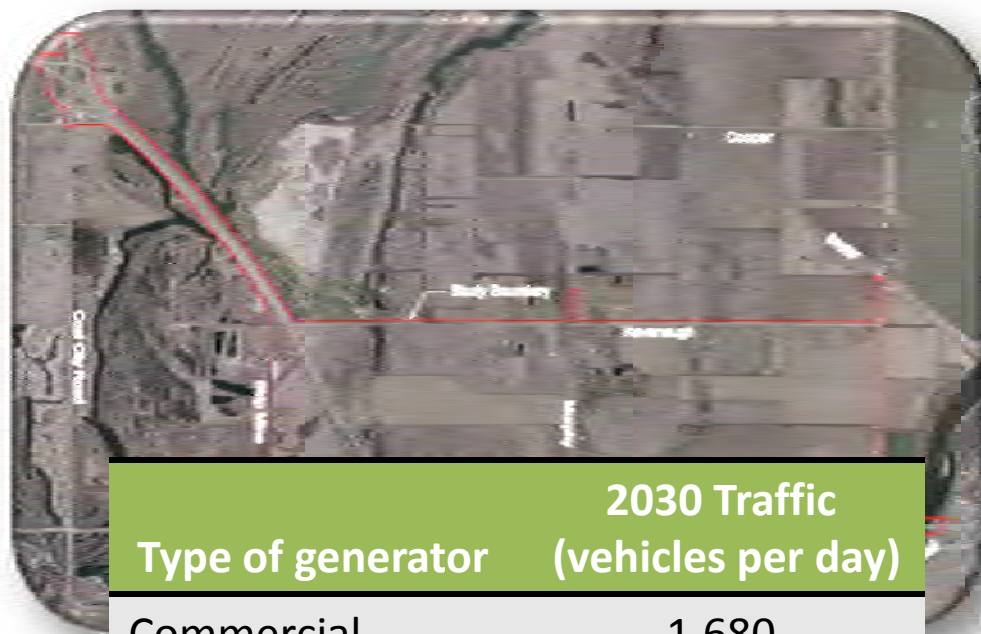
Purpose and Need

*Improve safety,
access and
interchange
capacity to service
projected traffic
volumes*



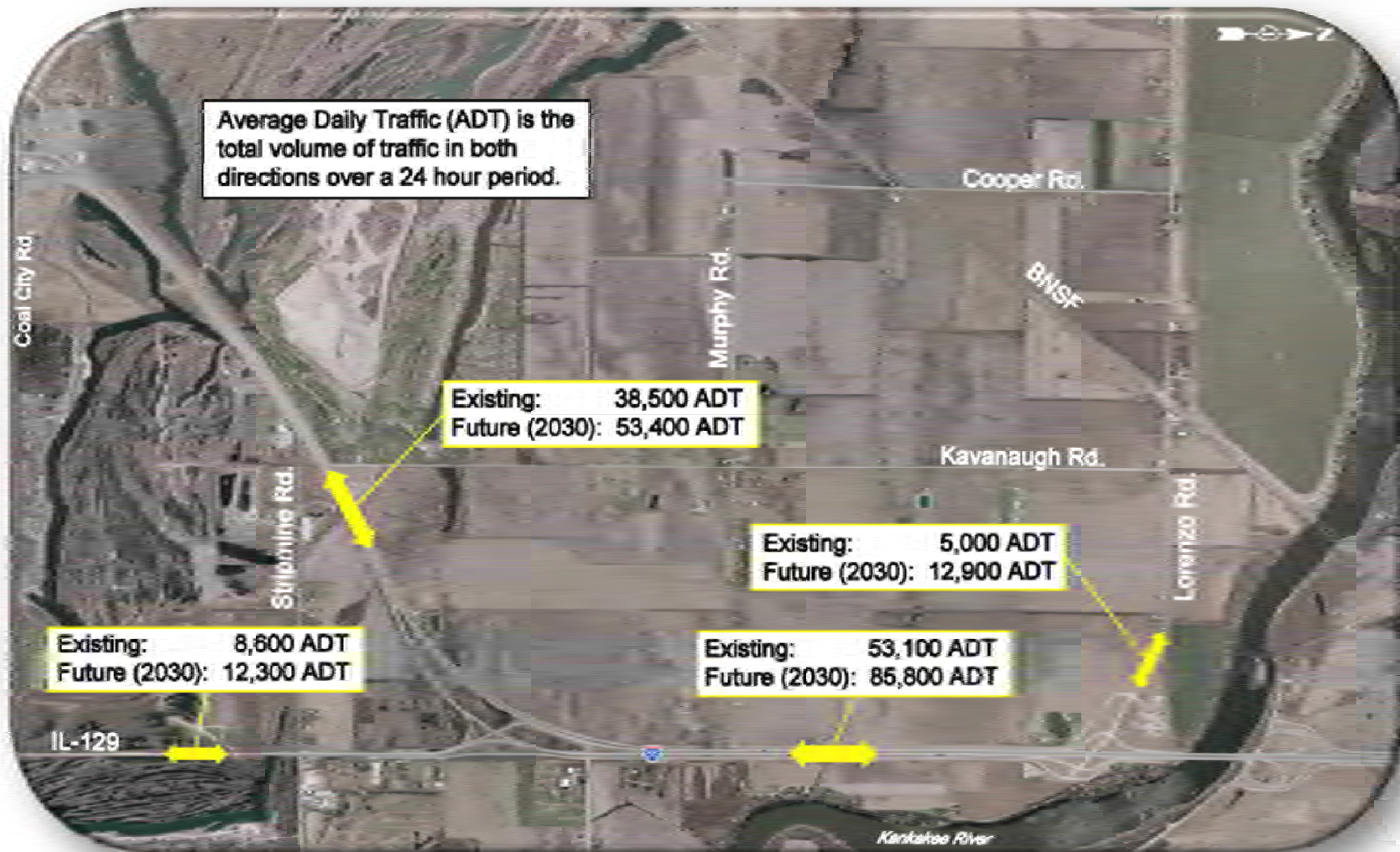
Purpose and Need

Improve safety, access and interchange capacity to service projected traffic volumes



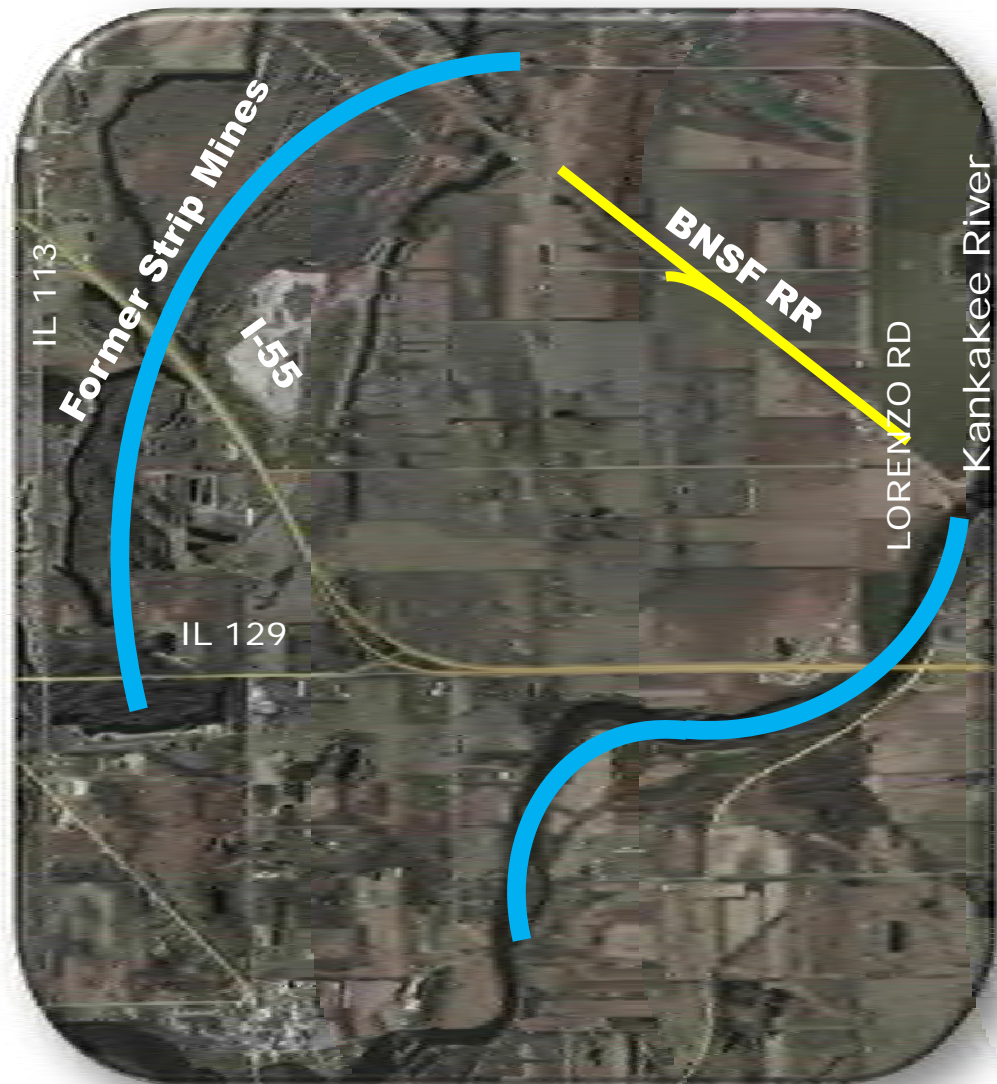
Type of generator	2030 Traffic (vehicles per day)
Commercial	1,680
Intermodal	8,080
Warehousing	32,550
Total	52,310

Traffic



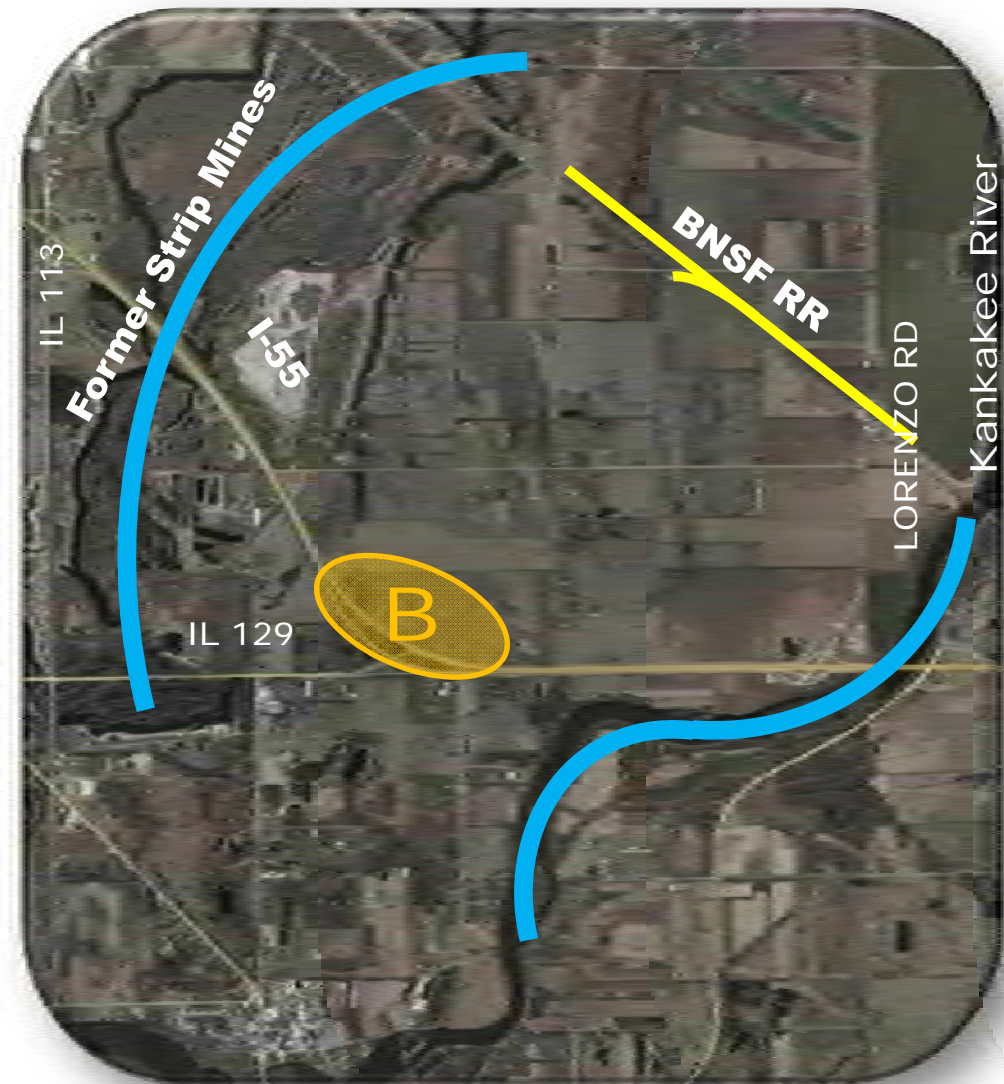
Summary of Alternatives

Three Sets of
Alternatives
(plus “no-build”)



Summary of Alternatives

Three Sets of
Alternatives
(plus “no-build”)



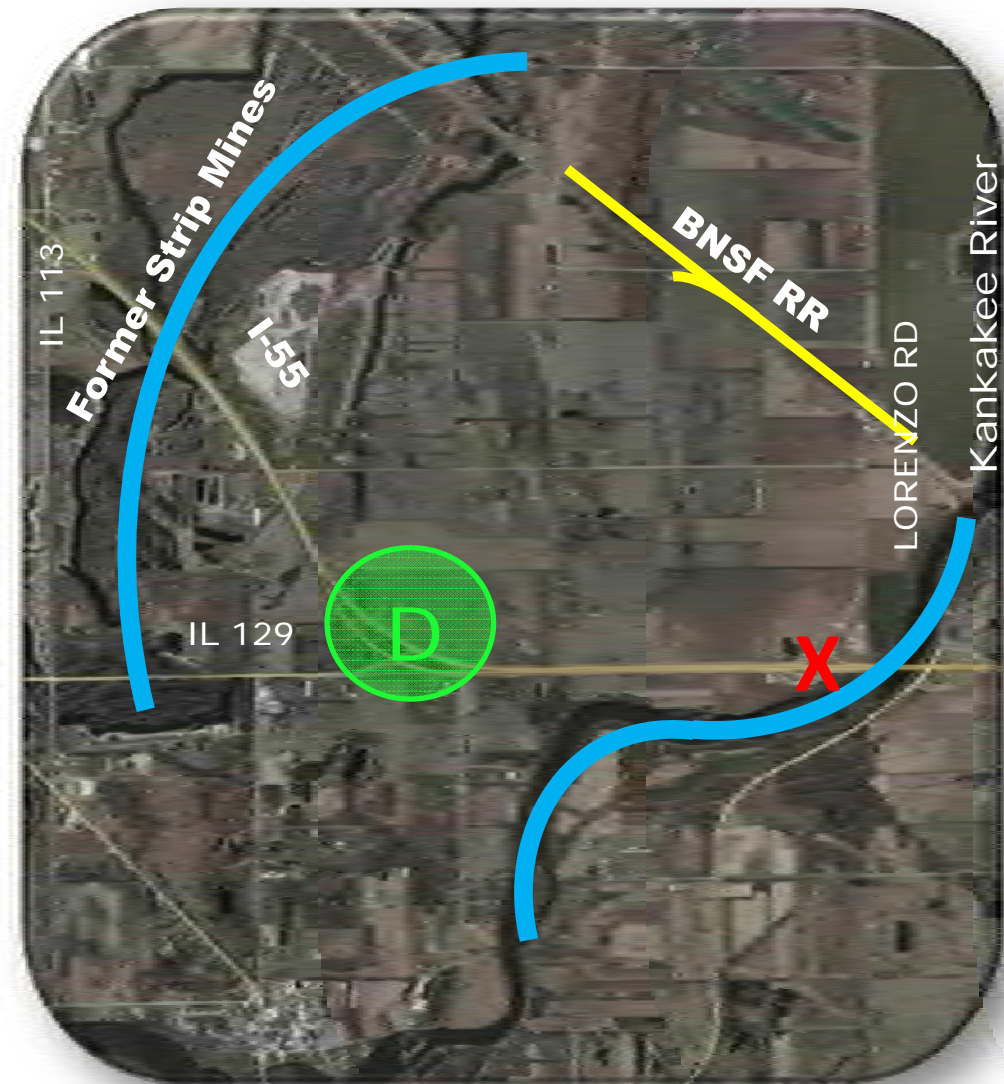
Summary of Alternatives

Three Sets of
Alternatives
(plus “no-build”)



Summary of Alternatives

Three Sets of Alternatives
(plus “no-build”)



Alternative A

No Build: No improvements within study area



Build Alternatives (B, C and D)

Common Assumptions

- ❑ No changes to Kankakee River Structure



Build Alternatives (B, C and D)

Common Assumptions

- ❑ No changes to Kankakee River Structure
- ❑ Drainage Improvements



Build Alternatives (B, C and D)

Common Assumptions

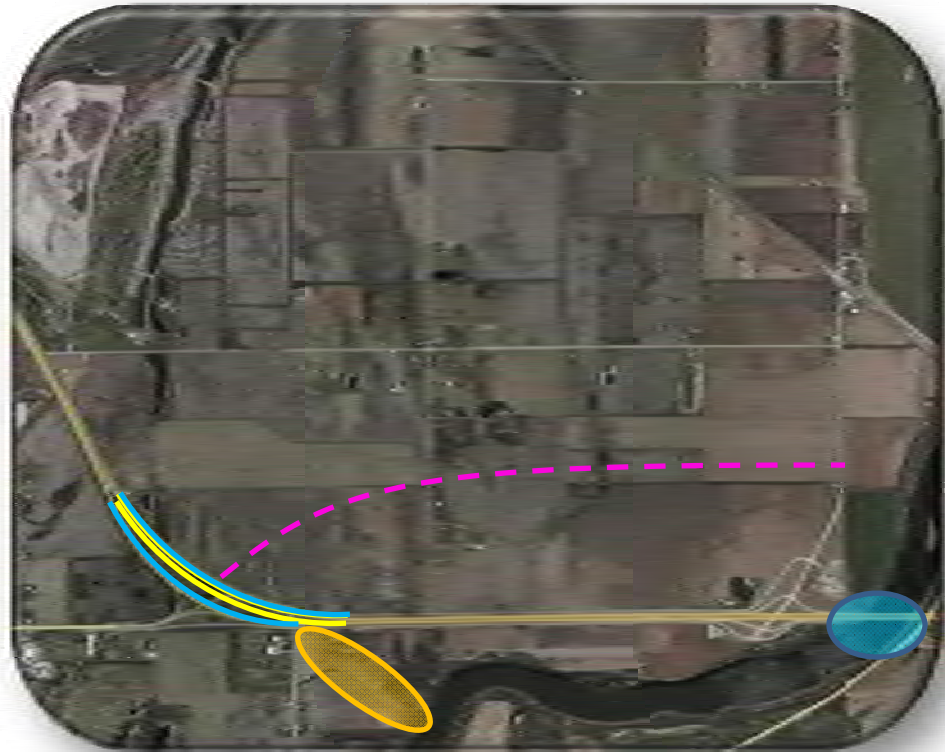
- ❑ No changes to Kankakee River Structure
- ❑ Drainage Improvements
- ❑ Eliminate “split” I-55 alignment at IL-129



Build Alternatives (B, C and D)

Common Assumptions

- ❑ No changes to Kankakee River Structure
- ❑ Drainage Improvements
- ❑ Eliminate “split” I-55 alignment at IL-129
- ❑ Internal N-S Arterial
- ❑ Compatible with future improvements to I-55



Alternative B: Improve IL-129

- ❑ Lorenzo Road south ramps remain open, north ramps close
- ❑ IL-129 interchange accommodates majority of area traffic



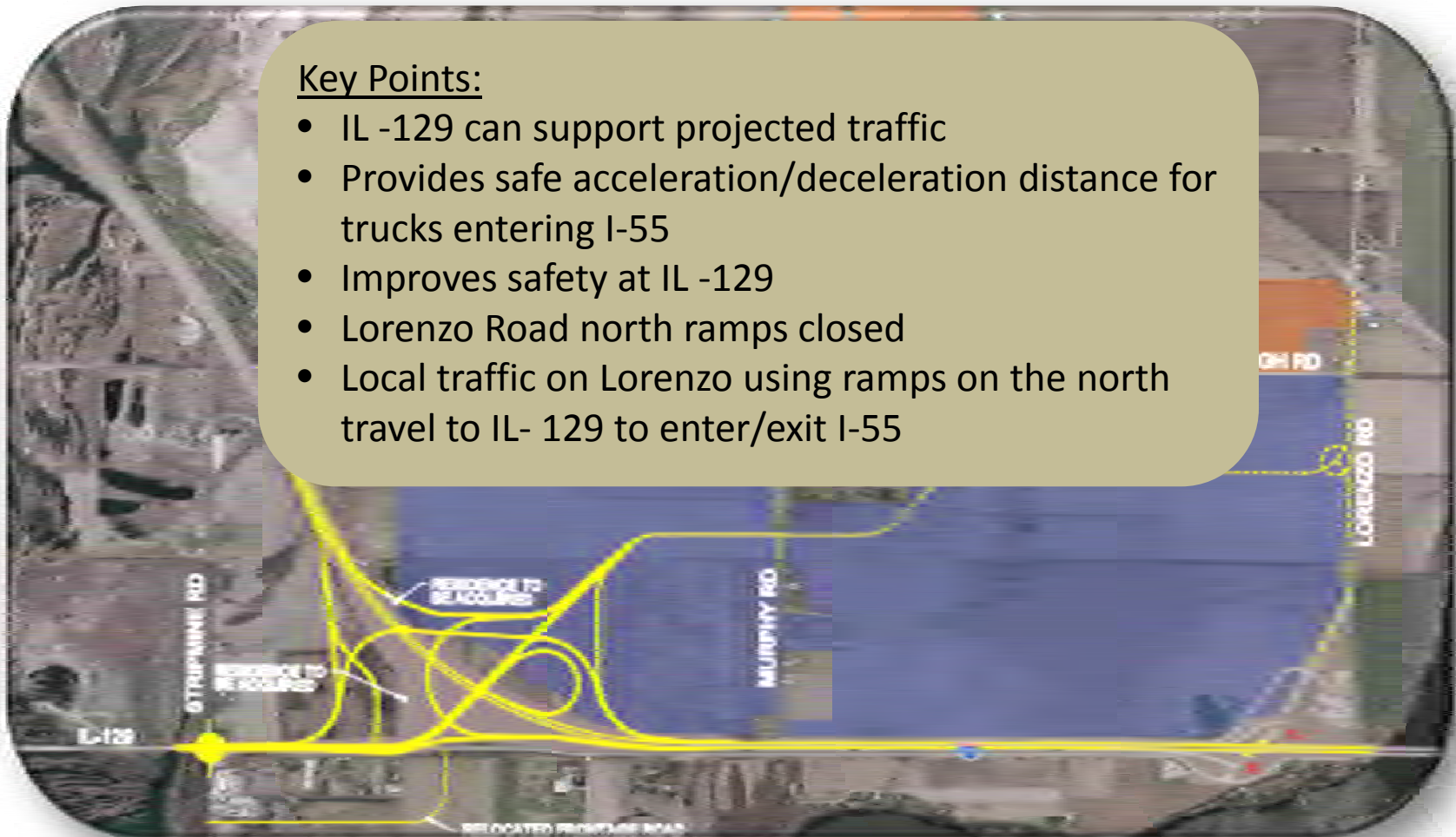
Alternative B: Improve IL-129



Alternative B: Improve IL-129

Key Points:

- IL -129 can support projected traffic
- Provides safe acceleration/deceleration distance for trucks entering I-55
- Improves safety at IL -129
- Lorenzo Road north ramps closed
- Local traffic on Lorenzo using ramps on the north travel to IL- 129 to enter/exit I-55



Alternative C: Improve IL-129 & Lorenzo Rd.

- Modify Lorenzo Road interchange (same for all C alternates)



Modified
Trumpet



Alternative C: Improve IL-129 & Lorenzo Rd.

- ❑ Modify Lorenzo Road interchange (same for all C alternates)



Modified Trumpet



- ❑ 4 Geometric Sub-Alternates at IL-129

C Alternates

IL-129



Diamond

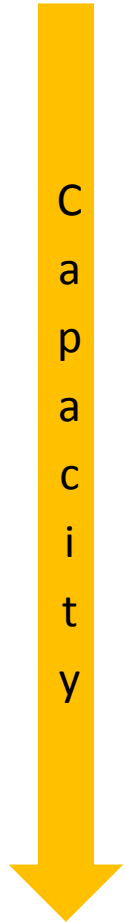


1 - Partial
Cloverleaf
(parclo)

Lorenzo



C
a
p
a
c
i
t
y



C Alternates

IL-129



Diamond

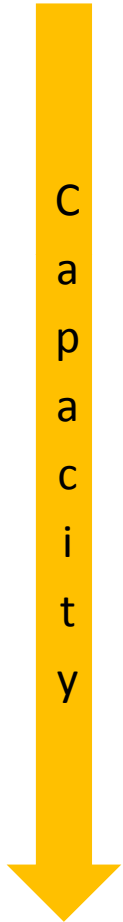


1 - Partial Cloverleaf (parclo)

Lorenzo



C
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C Alternates

IL-129

C
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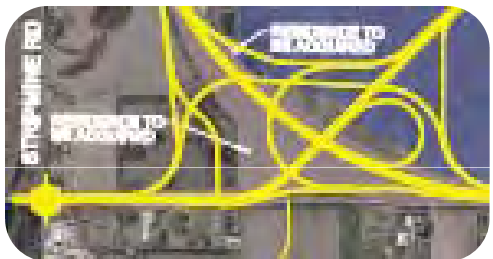
Diamond



1 - Partial
Cloverleaf
(parclo)



2 -Partial
Cloverleafs
(parclo)



Free flow

Lorenzo



C Alternates

IL-129

C
a
p
a
c
i
t
y



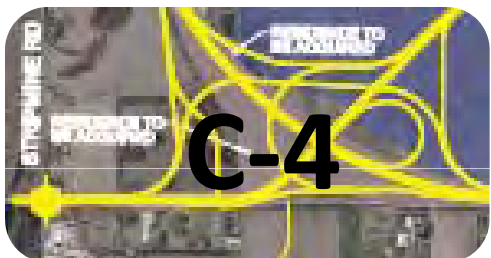
Diamond



1 - Partial
Cloverleaf
(parclo)



2 -Partial
Cloverleafs
(parclo)



Free flow

Lorenzo



Sub-Alternate C-2

Partial cloverleaf (parclo) at IL-129, Modified Trumpet at Lorenzo Road

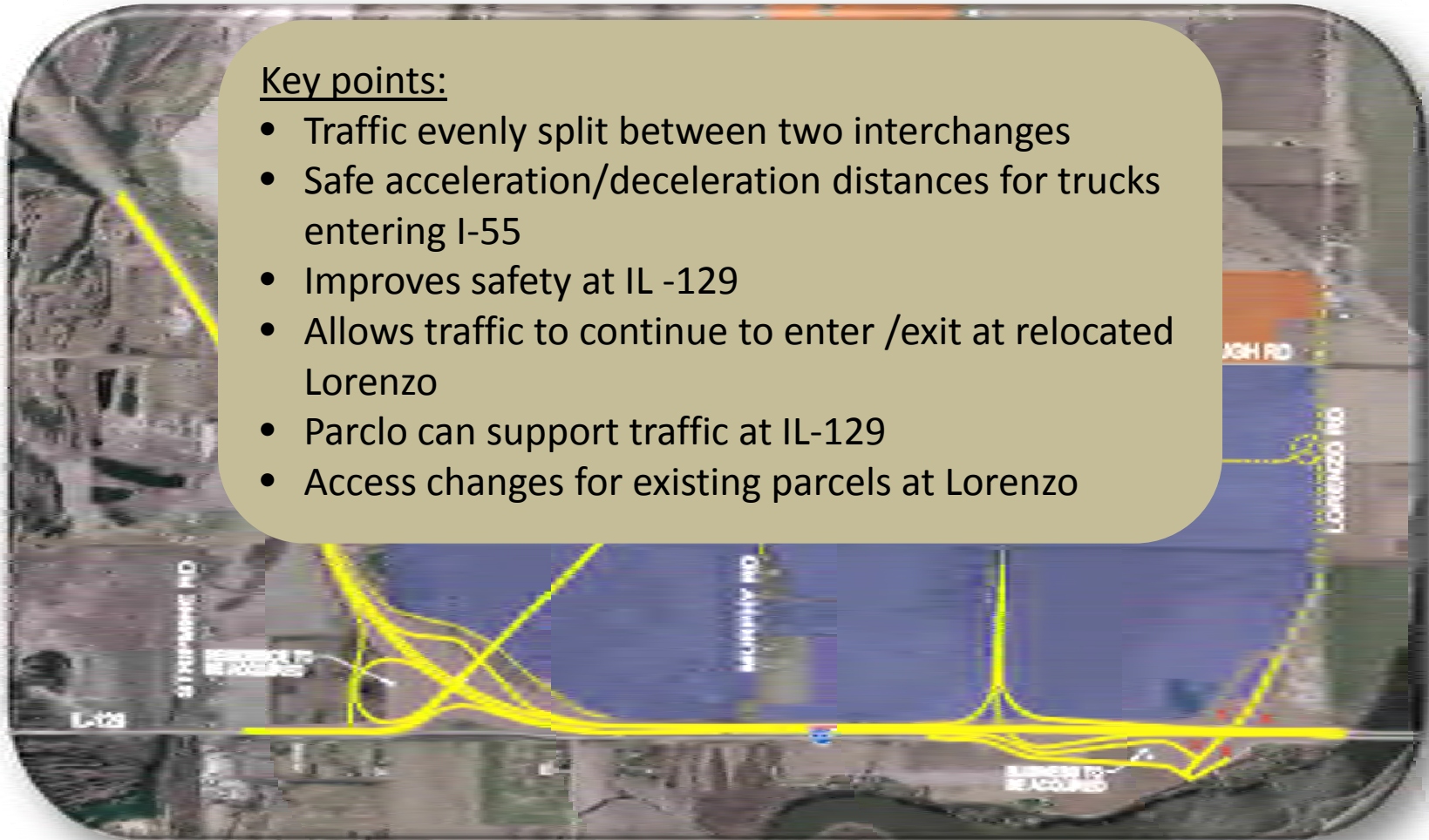


Sub-Alternate C-2

Partial cloverleaf (parclo) at IL-129, Modified Trumpet at Lorenzo Road

Key points:

- Traffic evenly split between two interchanges
- Safe acceleration/deceleration distances for trucks entering I-55
- Improves safety at IL -129
- Allows traffic to continue to enter /exit at relocated Lorenzo
- Parclo can support traffic at IL-129
- Access changes for existing parcels at Lorenzo



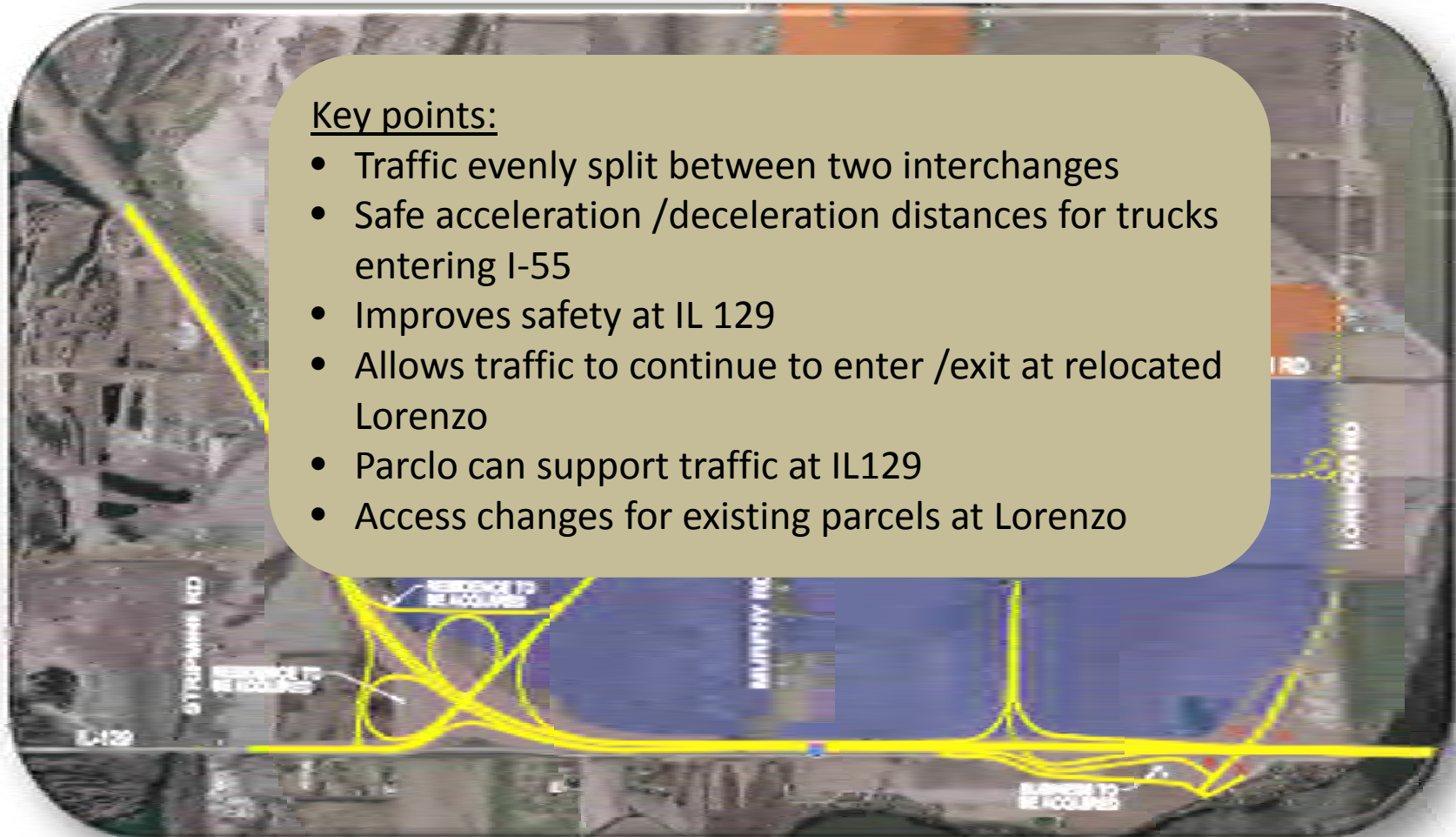
Sub-Alternate C-3

Parclo/Free Flow at IL-129, Modified Trumpet at Lorenzo Road



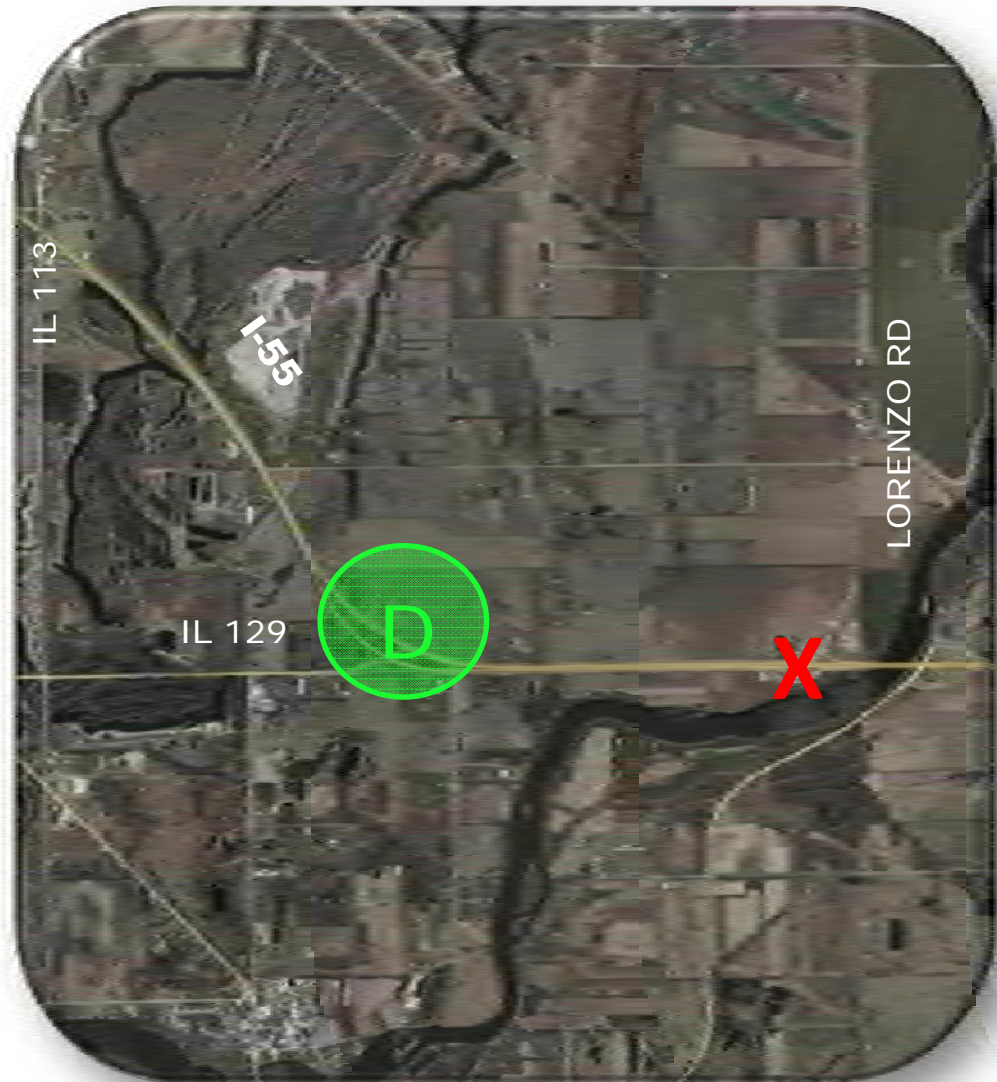
Sub-Alternate C-3

Parclo/Free Flow at IL-129, Modified Trumpet at Lorenzo Road



Alternative D: Combined Interchange

- ❑ Lorenzo Road is closed
- ❑ IL-129 interchange accommodates all traffic



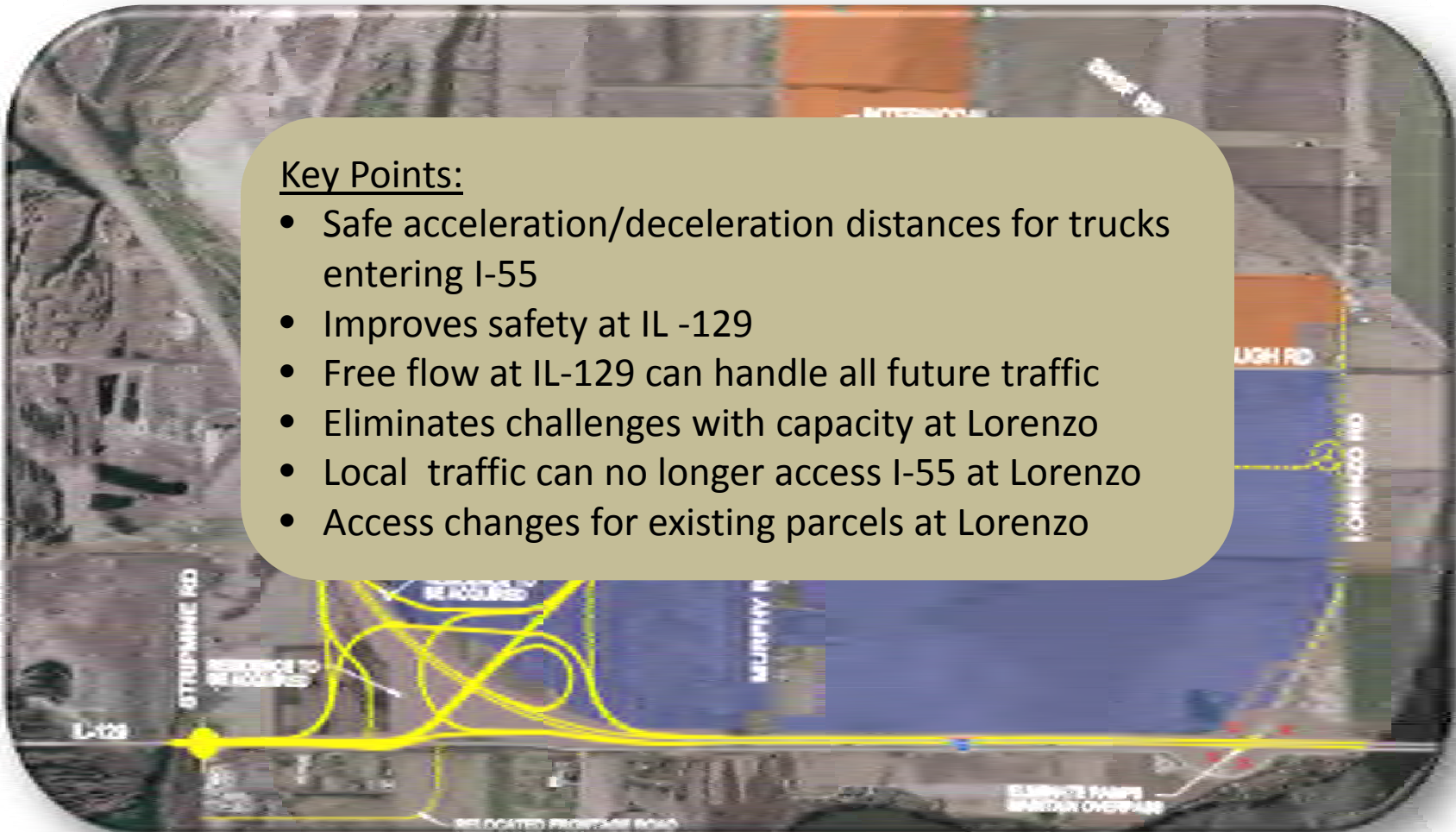
Alternative D: Combined Interchange



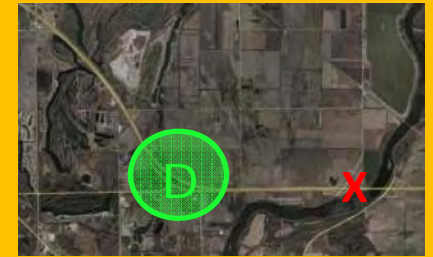
Alternative D: Combined Interchange

Key Points:

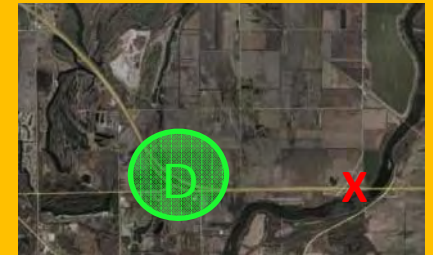
- Safe acceleration/deceleration distances for trucks entering I-55
- Improves safety at IL -129
- Free flow at IL-129 can handle all future traffic
- Eliminates challenges with capacity at Lorenzo
- Local traffic can no longer access I-55 at Lorenzo
- Access changes for existing parcels at Lorenzo



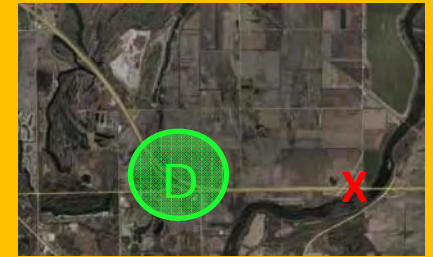
Alternatives



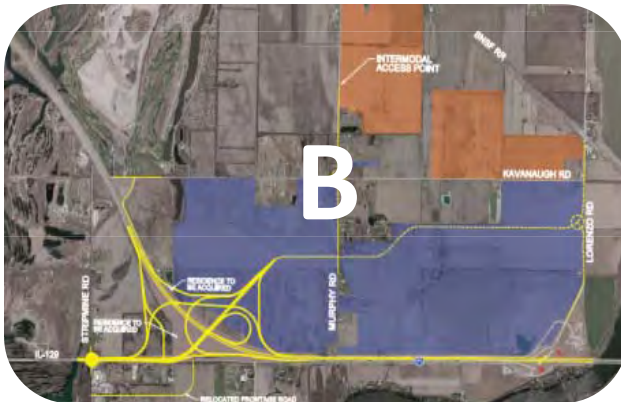
Alternatives



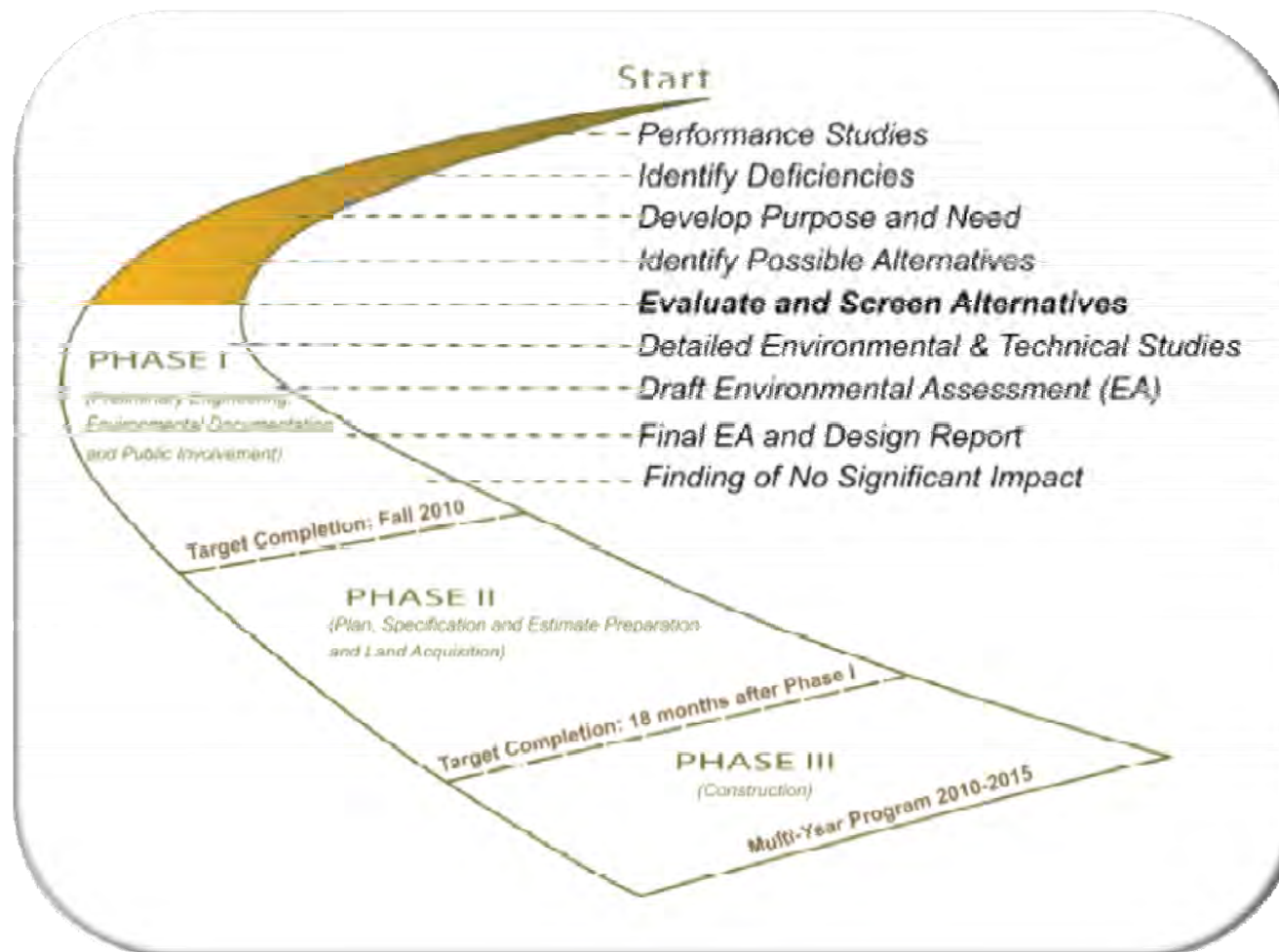
Alternatives



Alternatives



Where are we?





Next Steps

Select a preferred alternative based on:

- Function (minimum: must provide adequate traffic capacity)
- Impacts (businesses and homes)
- Environmental Impacts
- Stakeholder input
- Community input

Public Meeting Comment Sheet

Interstate Route 55 at
Lorenzo Road and IL-129

September 16, 2009

Written statements and opinions may be submitted during the Public Meeting or mailed to IDOT and received no later than OCTOBER 1, 2009, for consideration in the program. Correspondence should be addressed to:

Illinois Department of Transportation
Bureau of Programming, Attn: Mr. Mir Mustafa, PE
201 West Center Court
Schaumburg, IL 60196-1096

Comment

Name: _____

Address: _____

Phone: _____

Email: _____

Follow-Up Survey

September 16, 2009
Public Meeting

Thank you for attending the I-55 at Lorenzo Road and Illinois Route 129 Public Meeting that is being held as part of the Preliminary Engineering Study process being undertaken by the Illinois Department of Transportation (IDOT) for this group.

Your comments are important to the study process. As a follow-up to the public meeting, the Project Study Team requests that you take a few minutes to fill out the survey below. Please return the form no later than October 1, 2009 so that the survey results can be incorporated into the next phase of the study process. Please forward completed surveys to the address shown at the bottom of the survey. Thank for attending the Public Meeting and providing us with your comments.

1. What are the issues/concerns (if any) regarding the current interchanges at Lorenzo Road?
2. What are the issues/concerns (if any) regarding the current interchanges at IL-129?
3. What improvements, if any, to the interchanges would you like to see?
4. As presented, what are your initial reactions to the Alternatives presented?



How to comment

- ❑ Adjourn to exhibit area
- ❑ Inspect the exhibits
- ❑ Ask questions of project staff
- ❑ To record your comments formally, fill out a comment card
- ❑ Respond on our website

**Comments Must Be
Received By
October 1, 2009**

*Illinois Department of
Transportation
Bureau of Programming
Attn: Mir Mustafa, P.E.
201 W. Center Court
Schaumburg, IL 60196-1096
(included on comment cards)*



Illinois Department of Transportation

Thank you for participating in the
public meeting for this project.

www.i-55wilmingtonstudy.com



Illinois Department of Transportation

PUBLIC MEETING NO. 2 SUMMARY

I-55 at Lorenzo Road
P-91-190-07
Will County
September 21, 2009

This was the 2nd Public Meeting for the I-55 Wilmington Study. The purpose of the meeting was to present the alternatives that have been developed and will be evaluated further (alternatives to be carried forward) and to obtain feedback from the public. A status update on where the project is in the Phase I process was also presented. The public meeting was on held on September 16, 2009 at Coal City Middle School from 4:00- 7:00 PM. There were 81 attendees that signed in, not including the IDOT and consultant staff (see attached summary and sign in sheets).

The meeting was an open house format with formal presentations given at 4:30 PM and at 6:00 PM. Following the closing of the first presentation, Senator Gary Dahl came to the front of the room to express his opinion questioning how IDOT allowed this project to get as far as it has, considering Ridgeport has not started construction. He questioned expending the state's limited transportation funds on this project when there are other needs in his district. In response to Senator Dahl's comment IDOT stated that they are being proactive in their planning efforts as it relates to large developments that have the potential to impact IDOT's highway system. The consultant added that regardless of the proposed development, IL 129 has safety deficiencies that need to be addressed and IDOT has been planning to make improvements at IL 129 prior to the proposed development being announced. The presentation ended and the attendees were invited to move to the back of the room where exhibits were on display. The IDOT and consultant staff were available to answer questions on a one-on-one basis.

5 written comments were submitted at the public meeting and are summarized below:

- Concern for the loss of their property value along Kavanaugh Road as a result of the adjacent Ridgeport development, as well as light and noise pollution caused by the intermodal facility.
- Condition of the frontage roads at the intersection of Stripmine Rd. and Coal City Rd. stating they need repair, and also voted for alternate C-3.
- Recommends widening Interstate 55 to three lanes in each direction to reduce traffic congestion, and also expressed concern for the safety at the existing Interstate 55 northbound to southbound turnaround at IL 129.
- Concern that the I-55 bridge over the Des Plaines River at Arsenal Road is dangerous because it has no shoulders, the lanes are narrow and traffic backs up onto off ramps.
- Supports the development, because this stakeholder has a farm at IL 113 that will benefit from the intermodal facility but feels that it is unfair to put the businesses near Lorenzo Rd. into financial straits with reduced/eliminated access under alternatives B and D. This stakeholder's vote is for alterative C-3.

The meeting was adjourned at 7 PM.

Ryan Thady - Benesch

In attendance:

CONGRESSIONAL

<u>Name</u>	<u>Representing</u>
Greg Bales	Congresswoman Halvorson

STATE REPRESENTATIVE / SENATOR

<u>Name</u>	<u>Representing</u>
Gary Dahl	38th District Senator
Keegan Kociss	State Representative Careen Gordon

COUNTY

<u>Name</u>	<u>Representing</u>
Bruce D. Gould	Will County - County Engineer
Debbie Rozak	Will County - Board Member

MINICIPAL

<u>Name</u>	<u>Representing</u>
Marty Orr	City of Wilmington - Mayor
Neal Nelson	Village of Coal City - Mayor
Georgetta Vota	Village of Coal City
Matt Fritz	Village of Coal City
Teresa Kernc	Village of Diamond - Mayor
Mike Perry	Village of Diamond
Donna Scholtes	Village of Diamond
Darla Neises	City of Wilmington Council Member - Alderman 2nd Ward
John Persic	City of Wilmington - Council Member
Jim Hulton	City of Braidwood - Public Buildings & Property Commissioner

TOWNSHIP

<u>Name</u>	<u>Representing</u>
John & Terrie Cairns	Wilmington Township

OTHER

<u>Name</u>	<u>Representing</u>
Nancy Ammer	Grundy County Economic Development Council



Public Meeting Comment Sheet

Interstate Route 55 at
Lorenzo Road and IL-129

September 16, 2009

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Correspondence should be addressed to:

Illinois Department of Transportation
Bureau of Programming, Attn: Mr. Mir Mustafa, PE
201 West Center Court
Schaumburg, IL 60196-1096

Comment: This was second meeting I attended on this study (I-55 Wilmington-129). I believe that these meetings should have an open forum. The right of public to ask questions to the presenter of programs. People have right to hear other concerns in these matters of tax payer liabilities. Also would like to have person presenting these alternatives and fixes to current structures (Engineers, IDOT, representatives, etc) introduce themselves and what credentials they have.

Name: Richard T. Ragain
Address: 30626 Ragain Lane, Wilmington, IL
60481
Phone: 815-476-7828
Email: _____



Illinois Department
of Transportation



Public Meeting Comment Sheet

Interstate Route 55 at
Lorenzo Road and IL-129

September 16, 2009

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Illinois Department of Transportation
Bureau of Programming, Attn: Mr. Mir Mustafa, PE
201 West Center Court
Schaumburg, IL 60196-1096

BUREAU OF PROGRAMMING
RECEIVED
SEP 29 2009
DISTRICT #1

Comment:

I feel that this project is focused on the benefit to Ridgely and not the local community. I have no problem with improving the 129 interchange, however our tax dollars have just been spent to improve Lorenzo Rd interchange & now to close it and/or remove it & replace it with another just south of it is a waste of tax payer money. Force the truck traffic to the 129 new interchange & leave the Lorenzo Rd interchange alone! Also if the 129 Exchange Close because of accident then Lorenzo Rd would still be open

Name:

Georgette Vota

Address:

595 W. Daisy Pl
Coal City, IL 60416

Phone:

815 634-2400

Email:

georgettev@aol.com



Georgette Vota
595 W. Daisy Pl.
Coal City, IL 60416-1469



Illinois Department
of Transportation



Public Meeting Comment Sheet

Interstate Route 55 at
Lorenzo Road and IL-129

September 16, 2009

Written statements and opinions may be submitted during the Public Meeting or mailed to IDOT and must be received no later than **OCTOBER 1, 2009**, in order to become part of the official Public Meeting record.

Correspondence should be addressed to:

Illinois Department of Transportation
Bureau of Programming, Attn: Mr. Mir Mustafa, PE
201 West Center Court
Schaumburg, IL 60196-1096

Comment: Brochure given out WAS incomplete.
There are no detailed plans for us that
Live here to 'see' your plans.
NOT enough meetings - one now and not another
until next year?

Name: Jim Hamm & Michale Papek
Address: 31609 E. FRONTAGE Rd
WILMINGTON IL 60481
Phone: _____
Email: JAYDOT33@comcast.net



Illinois Department
of Transportation



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Illinois Department of Transportation
Bureau of Programming, Attn: Mr. Mir Mustafa, PE
201 West Center Court
Schaumburg, IL 60196-1096

Comment:
I own The property at 31715 E. Frontage Rd.
It is at the Intersection of Rt. 129 and E.
Frontage Road.
This is a Self-Storage facility. How will the
Changes affect access/entry to the property.
I along with my customers have easy access
to the property. After the changes, how will
we be able to access/enter?

Name: Rick Heidler

Address: 24612 River Trail

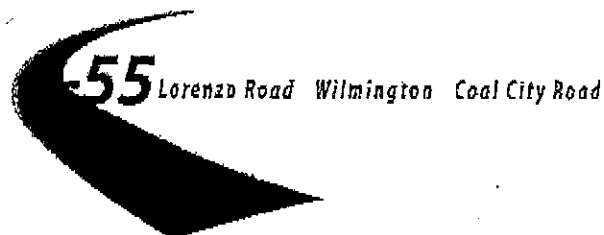
Channahon, IL 60410

Phone: 815-405-1843

Email: Rickheidler@shcglobal.net



Illinois Department
of Transportation



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Illinois Department of Transportation
Bureau of Programming, Attn: Mr. Mir Mustafa, PE
201 West Center Court
Schaumburg, IL 60196-1096

Comment:	Rt 129 should have an interchange to
	handle vehicles from the new development
	Lorenzo Rd traffic should not be funneled
	into thru the warehouses & intermodal
	up grade Lorenzo Rd for temporary
	use of the intermodal then leave it
	alone as a full interchange w/ thru traffic
	vehicles use Rt 129
	This is option B with no Lorenzo Rd ramps removed

Name: John Harris
Address: 413 East Bevan
Secur IL 60435
Phone: _____
Email: _____



Illinois Department
of Transportation

mir mustafa



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201 West Center Court
Schaumburg, IL 60196-1096

RECEIVED
SEP 29 2009
DISTRICT #1

Comment:	THE BEST ALTERNATIVE YOU HAVE
	IDENTIFIED IS B. HOWEVER
	LORENZO RD NEEDS TO STAY A FULL
	INTERCHANGE THE NORTH RAMP
	SHOULD NOT BE CLOSED.
	THE NEW DEVELOPMENT SHOULD ONLY
	USE LORENZO RD. TEMPORARILY AND
	THEN USE 129 WHEN BUILT.

Name: ELIEN BALOG

Address: 1619 N. OVERLOOK DR.

SOLET IL 60431

Phone: _____

Email: _____



Illinois Department
of Transportation

mir mustafa
BUREAU OF PROGRAMMING
RECEIVED
SEP 30 2009
DISTRICT #1

Illinois Dept of Transportation
Bureau of Programing
ATTN: Mr Mir Mustafa, PE
201 West Center CT
Schaumburg, IL 60196-1096

September 30, 2009
Comments on Sept 16, 2009 I55 Study

George Buck weekly uses the I55- Lorenzo Rd exit to come from Joliet to the farming operation just west of I55 on North side of Lorenzo Rd.

Lorenzo Rd interchange needs to stay as is (Alternative B) BUT modify the Alt B in that the existing ramps to and from the north should NOT be removed after Rt129 interchange is improved. Force the trucks from the Ridgeport facility to use the Rt129 interchange and keep Lorenzo Rd open for to and from the north so non-truck and Dresden Nuclear traffic can move north without going through a truck park.

Alternative B, MODified so the existing ramps to and from the north remain open after Rt129 is improved.

George Buck
55 E Webster St
Joliet, Ill 60432



815-726-4366
geebrick @ hotmail.com

ADDITIONAL COMMENTS

9/29/09

You want to talk about safety. Why hasn't anything been done with the ramps at Arsenal Road? Center Point in Elwood has been open long enough to show that there is a real safety issue there. Why hasn't the taxpayer's money that was spent on researching the Ridge Port project put into fixing that problem first? There were 2 accidents within 1 week of each other at Arsenal Road. This caused I-55 north bound to be shut down early in the a.m. during rush hour making long delays and backups as far back as Rt 113-Coal City exit.

When Lorenzo Road was redone (within the last 5 years) why didn't anyone look at the ramp distances then? Semis have been traveling the roads for 75+ years and you think you would have it figured out how much distance is needed for exit ramps. I'm sure they were using the Lorenzo Road exit the last time it was redone so why weren't the ramps addressed then? Also, when Lorenzo Road was redone, IDOT parked their equipment along the frontage road on the east side of I-55 north of Lorenzo leaving the road in terrible condition. There are still huge holes in the road which is causing major wear and tear on the residents cars.

How can you expect tax payers to feel confident about any IDOT decisions or plans when in the 21st century you don't know how to make a clover leaf safe for all traffic.

I hope the engineers who helped redo the Lorenzo Road interchange the last time aren't involved with this project. If you look at Ridge Ports website they are saying there is a full four way interchange at Lorenzo. This seems a little misleading.

Leave Lorenzo Road the way it is for car traffic and make the truck traffic for Ridge Port use the new 129 exit.

Sincerely,

Eric Fosnaugh
efosnaugh60@yahoo.com

- I. This would improve the travel patterns as long as I have access to my property (business) from Rte. 129

Magnuson, Michael P.

From: Thady, Ryan
Sent: Wednesday, November 18, 2009 2:29 PM
To: Magnuson, Michael P.
Subject: FW: 55willmingtonstudy.com auto-foward service

From: contact@i-55willmingtonstudy.com [mailto:contact@i-55willmingtonstudy.com]
Sent: Wednesday, October 21, 2009 12:26 PM
To: Thady, Ryan
Subject: 55willmingtonstudy.com auto-foward service

Subject: Lack of Notification

Description: Gentlemen, How is it possible that the residents of Goose Lake have not had any notification of changes to these existing evacuation routes. Although unincorporated Goode Lake residents comprise the 2nd. largest population in Grundy County. Your proposed changes could eliminate one or more of the North or South evacuation routes to the East for this entire population. The elimination of the Lorengo Rd. ramps would require the entire population no exit to the East/North without first going South or directly through the town of Coal City residential 113. The proposed changes pose a serious problem for residents in the event of a disaster and or problem with Exelon Neuclear Plant. This is innexcusable that your organization has had this many meetings without adequate notification to the nearest population being most effected by these decisions..

Email address provided: sandersh@flash.net

Source IP: 24.12.245.68



Magnuson, Michael P.

From: Thady, Ryan
Sent: Wednesday, November 18, 2009 2:32 PM
To: Magnuson, Michael P.
Subject: FW: 55willmingtonstudy.com auto-foward service

From: contact@i-55willmingtonstudy.com [mailto:contact@i-55willmingtonstudy.com]
Sent: Wednesday, September 30, 2009 6:56 PM
To: Thady, Ryan
Subject: 55willmingtonstudy.com auto-foward service

Subject: Comment : Public Meeting 9/16/09

Description: After some research my opinion is that the plans and recommendations of Will County's Highway Dept. makes the most sense for improvements in this corridor. A new interchange, to handle increased future truck traffic from the new development, should be built at 129. Lorenzo Rd. is to be widened immediately for the start of the new warehouse development(Previously approved). After 129 is improved truck traffic shifts to it. The Lorenzo Rd. full interchange should stay as it is for local traffic. From: Joe Shea 24817 W. Prairie Plainfield, Illinois 60544

Source IP: 76.237.191.128



Magnuson, Michael P.

From: Thady, Ryan
Sent: Wednesday, November 18, 2009 2:33 PM
To: Magnuson, Michael P.
Subject: FW: 55willmingtonstudy.com auto-foward service

From: contact@i-55willmingtonstudy.com [mailto:contact@i-55willmingtonstudy.com]
Sent: Wednesday, September 30, 2009 11:52 AM
To: Thady, Ryan
Subject: 55willmingtonstudy.com auto-foward service

Subject: Public Hearing Comment

Description: Rich Schliessman 605 E. Bevan Dr. Joliet, Ill. 60435 Dislocation of the current Lorenzo road traffic into the new industrial development is undesirable because of safety, traffic concentrations, flow patterns, longer travel distances, longer travel times, etc. So plans D, C2, and C3 are not adequate. The existing Lorenzo road interchange will of necessity be used by the new development initially. Their traffic should be moved to a new improved Rt 129 interchange when constructed. The interchange at Lorenzo road would be adequate for future local traffic. So plan B, changed to leave the north ramps at Lorenzo road in place, is the best option.

Source IP: 76.237.191.128

Magnuson, Michael P.

From: Thady, Ryan
Sent: Wednesday, November 18, 2009 2:33 PM
To: Magnuson, Michael P.
Subject: FW: 55willmingtonstudy.com auto-foward service

From: contact@i-55willmingtonstudy.com [mailto:contact@i-55willmingtonstudy.com]
Sent: Tuesday, September 29, 2009 11:55 AM
To: Thady, Ryan
Subject: 55willmingtonstudy.com auto-foward service

Subject: Sept.16, Public Meeting Comments

Description: An additional interchange is needed at Rt 129. I have concerns about the new arterial N/S roadway. It is a very important piece of this puzzle that is not fully vetted. I do not like its curves, location, and lack of details on main intersections and development access roads or driveways. Who is going to have jurisdiction for maintenance and planning? Why isn't Kavanaugh Rd. improved to be the thru street? With the development building the new artery and all their truck traffic, how will the local traffic be safeguarded? Your plan B seems to be the best option if you leave Lorenzo Rd. a full interchange and make sure the new N/S arterial is better placed and engineered. June Feeney 31444 S Kavanaugh Rd. Wilmington, IL 60481
Source IP: 76.237.191.128



Magnuson, Michael P.

From: Thady, Ryan
Sent: Wednesday, November 18, 2009 2:34 PM
To: Magnuson, Michael P.
Subject: FW: 55willmingtonstudy.com auto-foward service

From: contact@i-55willmingtonstudy.com [mailto:contact@i-55willmingtonstudy.com]
Sent: Saturday, September 26, 2009 5:20 PM
To: Thady, Ryan
Subject: 55willmingtonstudy.com auto-foward service

Subject: choice for work on I-55 at Lorenzo&129

Description: We own the property at the end of the east frontage road at Lorenzo rd. We think the best solution for everyone concerned would be to move the lorenzo rd. interchange, also address safety/operational deficiencies at 129 and provide additional capacity via new western access at 129. We were at the meeting in Coal City and this seems to be the fairest for all of us. We would still appreciate your consideration for the sound abatement wall. We heard what you said about it not working, but we would sure like to decide for ourselves. Please keep us informed about what is going on with the study and let us know about any up coming meetings. Thank-You Charlie&Joyce Probus, 16734 Gaylord Road, Lockport, Ill. 60441
Source IP: 99.135.147.64



Magnuson, Michael P.

From: Thady, Ryan
Sent: Wednesday, November 18, 2009 2:33 PM
To: Magnuson, Michael P.
Subject: FW: 55willmingtonstudy.com auto-foward service

From: contact@i-55willmingtonstudy.com [mailto:contact@i-55willmingtonstudy.com]
Sent: Sunday, September 27, 2009 9:32 AM
To: Thady, Ryan
Subject: 55willmingtonstudy.com auto-foward service

Subject: Public Meeting #2 Comment Sheet

Description: 9/27/09 Please provide me with an email, noting that you have received this message. After the April 2008 meeting, both my husband and I left comments and questions. The letter I received in March 2009 supposedly addressed the general concerns and MY issues. It did NOT. I asked what would be done to protect the families in this area from the noise due to increased traffic volume (berms, retaining walls, trees). I wrote about concerns of putting money into my home and property and then being told I need to move. I mentioned that families need to know SOONER rather than later so that they are not in constant states of upheaval. One thing your letter did address was the horrible condition of the existing frontage road. The letter stated "problems with the existing roadway condition have been reported to IDOT's Bureau of Maintenance." I'm telling you, the condition is still deplorable! It is STILL unsafe for my family to take a bike ride out here. I believe the condition of the frontage road contributed to Jim Nugent's death on October 1, 2007. His vehicle left the road, went through a portion of the Sims' ditch, jumped our culvert, and crashed into our berm. The huge holes out here are terrible. While IDOT has patched some areas, those raised spots are about as bad as an open hole. Now with the proposals from meeting #2, I see that alternatives B through D bring the highway even closer to my home. In alternative B, the frontage road will be moved to go behind my property. Who in their right mind wants a highway in front and a service road behind their home? Our property would be hemmed in. We would never be able to sell our home when we feel we're too old and no longer able to keep up with it. All of these proposals would cause us to have major problems getting fair market value for our home in the future. None of them seem to have the families in the area in mind. According to the placards at the meeting, there were only a couple of properties being purchased for this project. We were not contacted about this, so we thought that meant the project would be directed AWAY from our home. What we saw at the meeting proved us wrong. I am also concerned of new hazards with the pipeline that went in on neighboring properties. Potential crashes into those lines could cause explosions. The RidgePort project is also talking about a mining project portion. That would have an impact on the surrounding roadways, gaslines, wells, foundations, etc. Wherever the epicenter is for that activity, the surrounding area (including newly made and paved roadways) will be affected. I am deeply disturbed and saddened that big business is more important than a number of families. I understand that IDOT's goal is to safely move the projected traffic. Unfortunately for us, that seems to jeopardize the safety and tranquility one should be able to experience in their home. At this point, I feel that the state needs to figure into the budget for this project the buying of our home at fair market value. I know my neighbors in the two homes to the south of my property feel the same way. Contact me regarding MY concerns as you said you would, in addition to any general form letters. Ellen Begler 31513 East Frontage Road Wilmington, IL 60481-9374 815.476.5240

Email address provided: ellenmb@sbcglobal.net

Source IP: 208.94.73.65

Magnuson, Michael P.

From: Thady, Ryan
Sent: Wednesday, November 18, 2009 2:34 PM
To: Magnuson, Michael P.
Subject: FW: 55willmingtonstudy.com auto-foward service

From: contact@i-55willmingtonstudy.com [mailto:contact@i-55willmingtonstudy.com]
Sent: Friday, September 25, 2009 10:21 AM
To: Thady, Ryan
Subject: 55willmingtonstudy.com auto-foward service

Subject: Public Meeting Comments Sept. 16,

Description: The new warehouses and inter-model development should get their own interchange at 129 to handle new truck traffic. Regular local traffic should not have to deal with all the trucks coming and going. Your plan B would be the best alternative if Lorenzo Rd. stayed a full interchange with no ramps closed. Your "rejected" improvements to the current Lorenzo Rd. interchange such as the "offset Lorenzo Rd. parclo" would be much better than moving the interchange south or closing it entirely! M. Markelz 1311 Mayfield Joliet, IL. 60435

Source IP: 76.237.186.90



Magnuson, Michael P.

From: contact@i-55willmingtonstudy.com
Sent: Saturday, September 19, 2009 3:04 PM
To: Thady, Ryan
Subject: 55willmingtonstudy.com auto-foward service

Subject: interchange

Description: A few million was spent on Lorenzo exit just a few years back. I would think a new one at 129 since the old one built in 1950's is falling apart would make sense? Ridge isn't wanted buy anyone except themselves and Wilmington/Diamond, who buy the way can't talk anyone else into it! I think you should wait until something is built, kind of like Center Point then react! Larry Readman

Email address provided: readmal@hotmail.com

Source IP: 72.171.0.140

Handwritten signature

Magnuson, Michael P.

From: contact@i-55willmingtonstudy.com
Sent: Friday, October 17, 2008 12:09 PM
To: Thady, Ryan
Subject: 55willmingtonstudy.com auto-foward service

Subject: email reply

Description: Thank you for the response. Perhaps I misunderstand your site. If a document is listed on the Information Center page, does that mean the document has been finalized and submitted for federal consideration? It has been six months since the initial neighborhood meeting, and it was my understanding that the Federal Aid Process was underway. Is that an application process, and, if so, what documents are available to the public? Thanks again, Jamie Mack

Email address provided: jmack@cbcast.com

Source IP: 63.250.227.140

Magnuson, Michael P.

From: contact@i-55willmingtonstudy.com
Sent: Thursday, October 02, 2008 3:04 PM
To: Thady, Ryan
Subject: 55willmingtonstudy.com auto-foward service

Subject: Information center

Description: You site's information center lists detailed environmental and technical studies, a final EA and Design Report and a Finding of No Significant Impact. Where can I view these reports? Thank you, Jamie Mack, 815-476-7966x.216 jmack@cbcast.com

Email address provided: jmack@cbcast.com

Source IP: 63.250.227.140

4/7/11

Magnuson, Michael P.

From: contact@i-55willmingtonstudy.com
Sent: Wednesday, October 08, 2008 2:01 PM
To: Thady, Ryan
Subject: 55willmingtonstudy.com auto-foward service

Subject: possible alternatives

Description: how about an update, site says check back often so far 5 months no update.

Source IP: 63.250.236.161



Magnuson, Michael P.

From: contact@i-55willmingtonstudy.com
Sent: Tuesday, October 14, 2008 12:00 PM
To: Thady, Ryan
Subject: 55willmingtonstudy.com auto-foward service

Subject: 129 West exit

Description: Is there a plan to create a westbound exit from I-55 at the 129 exit for the RidgePort project?

Email address provided: janetcherbak@yahoo.com

Source IP: 12.158.24.102

WY

Magnuson, Michael P.

From: contact@i-55willmingtonstudy.com
Sent: Tuesday, October 28, 2008 8:49 PM
To: Thady, Ryan
Subject: 55willmingtonstudy.com auto-foward service

Subject: UPDATE

Description: How about an update?

Email address provided: renandoug@yahoo.com

Source IP: 63.250.236.161



Magnuson, Michael P.

From: contact@i-55willmingtonstudy.com
Sent: Thursday, September 17, 2009 6:46 PM
To: Thady, Ryan
Subject: 55willmingtonstudy.com auto-foward service

Subject: maps of I 55

Description: Would it be possible to see the maps from the meeting Wed, Sept 17, 2009? I attended the meeting in Coal City and would like to view the maps again. I can pull up the maps from 2008 but of course they are not up to date. Is this possible? I have been on the site numerous times last night and today, I thought I found the updated maps last night but I cannot get back to the site today. Thank you in advance! I started to fill out the comment sheet, would like to view the maps one more time.

Email address provided: angiehutton@sbcglobal.net

Source IP: 68.75.163.212



Magnuson, Michael P.

From: contact@i-55willmingtonstudy.com
Sent: Wednesday, September 02, 2009 7:40 PM
To: Thady, Ryan
Subject: 55willmingtonstudy.com auto-foward service

Subject: i don't see the purpose and needs report

Description: your bulletin said the report was on the i55 wilmington study website but I don't see it there. I am interested in what progress was done.

Email address provided: srruff@comcast.net

Source IP: 71.194.117.161



Magnuson, Michael P.

From: contact@i-55willmingtonstudy.com
Sent: Thursday, September 03, 2009 2:32 PM
To: Thady, Ryan
Subject: 55willmingtonstudy.com auto-foward service

Subject: Mailing List

Description: Hi ! I just rec my news letter and my name is wronge You have me as Corey and my name and address are Greg Daniels 115 West Walnut Coal City Illinois 60416 / If you would be so kind to correct the typo

Email address provided: gd2071@yahoo.com

Source IP: 75.57.218.171

Magnuson, Michael P.

From: Thady, Ryan
Sent: Wednesday, November 18, 2009 2:28 PM
To: Magnuson, Michael P.
Subject: FW: 55willmingtonstudy.com auto-foward service

From: contact@i-55willmingtonstudy.com [mailto:contact@i-55willmingtonstudy.com]
Sent: Thursday, November 12, 2009 9:49 AM
To: Thady, Ryan
Subject: 55willmingtonstudy.com auto-foward service

Subject: Wilmington study

Description: I live on West river Road and the local paper mentioned it being used as a possible main road to the Lorenzo truck terminal because Braidwood does not want traffic on 129. I hate to say not in my back yard but it seems there should be another way. I walk every morning from Coal City Road to 33721 my home. It has a lots of curves and should be a 45mph limit from 53 to 113. There are 4 or 5 highway signs that have went down in the last couple of years in that small strech. I emailed these in last year and no one cares. From Coal City Road south there is a reduce to 45 down, School bus loading, Curve ahead, and don't remember the rest. The center steel markers are breaking loose. Theres lots of speeding and passing in the no pass zone. They need DEER signage. I see about 1 dead a month in the 1.5 miles I walk. Its also a garbage dump along the farm land. Needles to cans, broken bottles, etc. It's disgusting. Like your study and Web site. The Lorenzo exit was recently upgrade but 129 is way overdue for improvement. Whats with the West River Road and RT 53 Stripmind Road intersection? Maybe a traffic signal would help or close the Mall exit facing West River Road. Theres too much traffic for just a one way STOP. I hope to see Coal City Road from 53 to West River Road paved some day. It hasn't improved since the 50's when I first visited this area. Keep up the good work. I have faith in IDOT since they agreed with my self imposed closed entry to 290 off Roosevelt by Hillside. The mechanical closure and signage was a brilliant move I haven't seen anywhere else in my lifetime. It improves everyones traffic day. Thought you were going to close it permanent for sure. Good work IDOT. Didn't know I was going to ramble on so much

Email address provided: enemec@sbcglobal.net

Source IP: 68.77.29.53

Public Meeting Comment Sheet



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Lorenzo Road and IL-129

September 16, 2009

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Illinois Department of Transportation
Bureau of Programming, Attn: Mr. Mir Mustafa, PE
201 West Center Court
Schaumburg, IL 60196-1096

BUREAU OF PROGRAMMING
RECEIVED
OCT - 1 2009
DISTRICT #1

Comment: Closing Ramps At I-55 & LORENZO Rd. SHOULD NOT BE AN
OPTION FOR THE FOLLOWING REASONS:

1. WORK AS MENTIONED HAS RECENTLY BEEN COMPLETED
AT A COST OF MILLIONS OF DOLLARS.
2. TRUCK STOP & CINDER RIDGE GOLF COURSE IMPACTED.
3. IF A DISASTER AT DRESDEN, HOW QUICKLY WOULD PEOPLE
FROM SAME & PEOPLE EAST OF THE PLANT EVACUATE IF
RAMPS CLOSED? WHAT ABOUT EMERGENCY VEHICLE
ACCESS?
4. PEOPLE FROM MORRIS & SURROUNDING COMMUNITIES USE
PINE BLUFF / LORENZO RD. FOR ACCESS TO I-55
ESPECIALLY TO GO S/W ON I-55, AND MANY PEOPLE
WORK IN I-55-60 SO NB RAMP ALSO NECESSARY.

OVER

Name: CAROL MAJESKE

Address: 5825 E. MUSKIE TRAIL
MORRIS, IL 60450

Phone: (815) 416-2237

Email: _____

OFFICE USE ONLY



Illinois Department
of Transportation

5. MIXING CARS + THOUSANDS OF TRUCKS AT ONE LOCATION IS UNSAFE!

6. BUILD AN OVERPASS AT I13 EXIT DIRECTLY TO RIDGEPORT AT THEIR EXPENSE.

THE PEOPLE DO NOT WANT RIDGEPORT!

1. DECREASE IN PROPERTY VALUES

2. COAL MINING TUNNELS STILL UNCHARTED

3. UNDERGROUND STREAMS

4. HAZARDOUS MATERIALS WILL BE STORED + IF DAMAGED, MAY CONTAMINATE RIVER + AQUIFER.

5. SEISMIC WAVES FROM UNDERGROUND MINING AFFECTS FISH + WILD LIFE.

PLEASE PUT NEXT MEETING DATE
IN THE LOCAL NEWSPAPERS!

James Johnston
1935 S Wesley Rd
Hillington IL 60481-9724

WEDFORD PARK IL 604

15 SEP 2009 PM 3 T



ILLINOIS DEPARTMENT OF TRANSPORTATION
BUREAU of PROGRAMING
201 W. CENTER COURT.
SCHAMMBURG, IL

MIR MUSTAFA 193-1096

60196-1096

9/19/2009

IDOT

ATTN: MIR MUSTAFA

RE: INTERCHANGE AT
RT 129 & I 55.

I BELIEVE IDOT SHOULD
NOT CONSIDER A NEW
OR RE-VISED INTERCHANGE
AT RT. 129 & I 55 UNTIL
RIDGEPORT'S PLANS FOR
THIS AREA ARE FINALIZED.
THIS SHOULD INCLUDE
RIDGEPORT PURCHASING
ALL INDIVIDUAL HOMES
& PROPERTY THAT RIDGE-
PORT PROMISED TO DO
WHEN THEIR PROJECT WAS

FIRST PROPOSED. UNTIL
RIDGEPORT MAKES THESE
PURCHASES, IDOT
SHOULD NOT CONSIDER
SPENDING MONEY ON
AN INTERCHANGE AT
RT 129 & I 55 - ESPECIALLY
WITH THE CURRENT
ECONOMY AND FINANCIAL
CONDITION OF THE STATE
OF ILLINOIS.

FINALLY, RIDGEPORT
SHOULD NEVER BE ALLOWED
TO CONDUCT UNDER GROUND
MINING IN THIS AREA DUE
TO THE PROXIMITY TO DRESDAN
NUCLEAR POWER PLANT.

SINCERELY, JAMES C.

U-741



Follow-Up Survey

September 16, 2009
Public Meeting

Thank you for attending the I-55 at Lorenzo Road and Illinois Route 129 Public Meeting. This meeting is part of the overall Preliminary Engineering Study process being undertaken by the Illinois Department of Transportation (IDOT) for this project.

Your comments are important to the study process. As a follow-up to the public meeting, the Project Study Team requests that you take a few minutes to fill out the survey below. Please return the form **no later than October 1, 2009** so that the survey results can be incorporated into the next steps of the study process. Please forward completed surveys to the address shown at the bottom of the survey. Thank for attending the Public Meeting and providing us with your comments.

1. What issues/concerns (if any) do you have regarding the current interchange at Lorenzo Road?

2. What issues/concerns (if any) do you have regarding the current interchange at IL-129?

3. What improvements, if any, to the interchanges would you like to see?

4. What are your initial reactions to the Alternatives presented?

5. Which Alternative(s) appeal to you the most? Why?

6. Which Alternative(s) appeal to you the least? Why?

7. Alternative B includes closing the ramps to and from the north at Lorenzo Road (exit ramp from southbound I-55 to Lorenzo Road and northbound I-55 on ramp from Lorenzo Road.) Traffic destined to and from the north will use a new improved IL-129 interchange. How do you see this change affecting your travel patterns or your home/business?

8. Alternative D removes all of the ramps from I-55 to Lorenzo Road and will require traffic to use a new improved IL-129 interchange. How do you see this change affecting your travel patterns or your home/business?

Name: _____

Address: _____

Phone: _____

Email: _____

Thank you for taking the time to complete this survey. Completed surveys can be dropped off at the meeting or mailed after the meeting. Please return the form **no later than October 1, 2009** to:

Illinois Department of Transportation
Bureau of Programming, Attn Mr. Mir Mustafa
201 West Center Court
Schaumburg, Illinois 60196-1096



**Illinois Department
of Transportation**

I-55 Wilmington Survey Responses

1) What issues/concerns (if any) do you have regarding the current interchange at Lorenzo Road? 12 Total Comments

Summary

- 2 – Concern about residents
- 4 – Lorenzo stays open
- 6 – Nothing wrong with the intersection

Fine as is

- a. None everything works well, easy on/off – gas station on both corners.
- b. None, other than this was redone within the last 7 years and why weren't the lengths of the ramps taken into consideration then. This was a waste of tax payer's money.
- c. It operates perfectly well as it is. However, you recently spent untold millions to re-work it, now you want to get rid of it? This is extremely wasteful of precious funds and shows a lack of planning.
- d. Just rebuilt several years ago, doesn't need to change it.
- e. The interchange is fine as is. Easy on & off. Convenient to get to the gas station.

Lorenzo Remains Open

- f. That it remains open. That the new development uses the new 129 exit.
- g. That it will be closed & cause financial hardship to the existing businesses.
- h. Making sure the Lorenzo Road interchange remains open to North both to and from Joliet.

Other comments

- i. Closing down 3 businesses, increasing driving distance for local homeowners (carbon print). Destroying people's home value.
- j. Other than motorists who have difficulty understanding "No Outlet" and attempt to use the frontage road to access I-55 north (this results in semis driving across my lawn instead of backing out of my driveway), and semis using the entrance ramp for overnight parking, IDOT has addressed the issues.
- k. As a resident of proposed Ridge Port development I would appreciate a better understanding of how this I-55 project and development of this Ridge port area affect residents. We have been kept in the dark about what is happening.

2) What issues/concerns (if any) do you have regarding the current interchange at IL-129? 12 Total Comments

Summary

- 9 – Need improvement or are concerned with IL 129.
- 3 – Says it works just fine, or afraid of what construction will take place

Needs Improvement

- a. Needs to be rebuilt, has been in existence since the 1950's.
- b. That it is improved for the new development.
- c. It needs to be improved, without impacts to the community and environment.

- d. Short ramps northbound I-55, blind spot on merging North I-55 almost impossible to use southbound I-55 ramp, requires crossing 2 lanes to merge with southbound I-55 lanes that blend with IL 129 exit to Wilmington, Braidwood. Also exposed re-bar.
- e. It is out dated and not safe for northbound or southbound traffic.
- f. Improve for new truck park as a full interchange.
- g. Tight turns, but usable.
- h. Truck traffic, engine breaking, and potholes. Too much traffic, too close to my home-noise-dust.
- i. The confusing "entrance" to I-55 south. South ramp, reduced visibility onto I-55 north. Left side exit ramp off of I-55 south.

General Concerns

- j. Installing a frontage road that goes through wetland, cuts four different landowners fields in half, destroying tile from the Frontage road, and denying access to fields from the Frontage road.
- k. None. It works perfectly well as it is.
- l. Right now I have easy access to my business on the Frontage Road. My customers can access the business easily from Rt. 129 at Frontage Rd.

3) What improvements, if any, to the interchanges would you like to see?

12 Total Comments

General Summary

Six responses want to keep Lorenzo Road open. Two of these responses would also like to see improvements to IL 129. Two responses would like Route 129 to be improved for the Ridge port development. One would like IL 129 designated a non-truck route and a new interchange at IL 113. Two responses would like nothing done.

- a. None at Lorenzo.
- b. Keep Lorenzo open or use the alternatives exchange. There has been so much money put into that exchange already. We are wasting more by closing it.
- c. Lorenzo Road is ok.
- d. Keep Lorenzo road interchange open also do we really need stop signs on the east side of Lorenzo road at east Frontage road.
- e. Lorenzo Road is fine for cars only...make 129 exit for truck traffic using the Ridge port Logistics Center.
- f. Keep Lorenzo Rd. open where it is. Make 129 adequate for new development.
- g. Route 129 needs proper interchange with long merge lanes for additional slow truck traffic.
- h. 129 improved to take care of new development vehicles and be safe.
- i. 129 designated a non-truck route. More highway and 129 to the west & take curve out of I-55. Create new ramp at 113.
- j. None, I like option A.
- k. None. If, and this is a big if, Ridge is actually allowed to happen in the first place, all that is necessary for the foreseeable future is a few traffic lights on Lorenzo.

- I. You've addresses. You may want to update the "higher ups" one man representing IDOT at the meeting acted like he never saw the maps in the back of the room. I had to show him the differences in the plans.

4) What are your initial reactions to the Alternatives presented?

13 Total Comments

- a. Loss of frontage property, zoning-will it change? Pasture space, loss of barn and storage for tractors & animals etc. When the Frontage Rd. is taken from us, our house will be closer to the road. With a stone quarry across the street what happens to our water? We have a sand point well? I have horses and don't want to lose that or opportunity to house and keep them!
- b. Positive...although I do need to vent! Fix my cratered Road! I'm surprised the post office continuous to deliver mail. God forbid we ever need a cop or the fire dept. Been waiting for repairs since the last reconfiguration of the Lorenzo Road ramp. I noticed you're running out of patches of asphalt for your markings.
- c. Not much land at Lorenzo for trumpet.
- d. B – Need all ramps at Lorenzo Rd. C – 2-3 129 interchanges might not be adequate for new traffic. Lorenzo Rd. moved south – Bad Idea. Local traffic going through intermodal will be inconvenient and dangerous. D – Need Lorenzo Road interchange.
- e. I didn't want Lorenzo Road closed.
- f. DO NOT like any of them as presented. Especially do not want to go through Truck Park (Ridgeport) to get to I-55.
- g. I don't want Lorenzo Road interchange closed. If you have to mark it as "No Trucks". Let the locals use the relatively new interchange as is. Ridge is responsible for the increase in truck traffic. Let them have their own interchange.
- h. Another example of big money businesses driving and directing state government. I agree with Senator Dahl.
- i. Would like to know who initiated this study of I-55 improvement? Who stands to benefit? These service roads have been the worst maintained roads in the I-55 corridor. I do believe study gave many options but what is the cost of each.
- j. We're not happy with closing the Lorenzo Road interchange & putting all the time and money into redoing 129.
- k. Your maps show the intermodal access point will cause trucks to drive down Murphy road through a residential area that Ridge has refused to purchase. They may be telling you otherwise. The other orange area depicts intermodal use. This area has been proposed to diamond as a mining project, NOT intermodal. Obviously, they are telling you what you need to hear in order to complete the project to their benefit. Also, as per Diamond's engineer, Ridge's planned north/south arterial, through Ridge port and a residential area (that Ridge has refused to purchase) EVERY SINGLE DAY! Note how the north/south arterial purposefully jogs around the current residential area. If they had any intentions of purchasing the residential properties, that road would be straight.

- l. B – Ok if Lorenzo Road does not lose ramps C 2 & C 3 – 129 needs to handle more traffic. Moving Lorenzo Road too far. Putting too much traffic through industrial area. D – 1 interchange not adequate – Disrupts current traffic patterns too much. Too far from current interchange at Lorenzo Road.
- m. I own the property at 31715 E. Frontage Road. It's at the intersection of Rte. 129 & E. Frontage Road. How will the planned changes affect the entrance to the property? I have a self-storage facility and will need easy access to the business, along with my customers, from Rte. 129

5) Which Alternative(s) appeal to you the most? Why?

12 Total Comments

Alternative A

- a. No changes OR more frontage Rd & IL-129 west and put in a ramp at 113.
- b. None - No Jake brake!
- c. Alternative A (no changes) because B, C and D will be a major inconvenience to the existing local resident and workers. It is a huge expenditure of scarce money for a project that may not be allowed to proceed for decades.

Alternative B

- d. 129 only.
- e. B – The new development can be herded to the new & improved 129 exits. Lorenzo Road should stay open – but need north ramps.
- f. IDOT HAS TO DO SOMETHING: Alternative B, Modified to keep to and from north ramps open after Route 129 improved. Lorenzo Road needs to be directly open to I-55 (Strongly disagree with route through truck park to any other interchange).
- g. Fixing 129 interchange, but leaving Lorenzo Road as is. Because it is newly constructed and a direct route for Lorenzo Road locals and users. Gas station, river & lake recreation uses.
- h. B – If Lorenzo Road is unchanged. Truck traffic can be handled at 129. Lorenzo Road traffic Rd traffic (local) not disrupted.

Alternative C

- i. C – only if it leaves access for people along the river off the frontage Road, Goose Lake & Philan acres residents to have access without having to go south & mix in with the trucks at 129 and to keep the newly remodeled business on the west side of I-55 at Lorenzo Road exit open.
- j. Either C 3 or C 2 because still have some access to Lorenzo Road.

Alternative D

- k. D – Eliminate: "Truck stop" on northbound Lorenzo Road ramp, engine braking, using the frontage road as access to I-55.
- l. Alternative D – As long as there is access to my business at 31715 E. Frontage Road, from Rte. 129.

6) Which Alternative(s) appeal to you the least? Why?

11 Total Comments

- a. A
- b. B, C & D all have a negative impact on our property and lives. They add more noise, traffic and loss of property. It's an inconvenience having to get onto I-55. All reasons we bought here in the 1st place 10 years ago.
- c. B, C and D because as explained in question 4, closing Lorenzo Road is not a viable option.
- d. Trumpet at Lorenzo. Not enough land to make more roads. (C)
- e. D – No Lorenzo Road. Exits C 2&3 – moving Lorenzo Road south.
- f. The most expensive one.
- g. D is the worst possible situation. Lorenzo Road would wander through a truck park? And two interchanges are needed for this I-55 area. C – Are all confusing and not clearly presented....NONE are acceptable.
- h. Moving access to Lorenzo Road way down to IL 129 interchange. Hard to get gas to gas station & restaurant and hard to get to west Lorenzo Road. (D)
- i. D and two of the C's.
- j. Any wanting to close Lorenzo Road exits due to the safety of the car traffic having to mix in with the truck traffic getting on I-55. (D)
- k. D – Interchange too far south. Disrupts traffic patterns with no benefits. C – Lorenzo Road moved too far south.

7) Alternative B includes closing ramps to and from the north at Lorenzo Road (exit ramp from southbound I-55 to Lorenzo Road and northbound I-55 on ramp from Lorenzo Road.) Traffic destined to and from the north will use a new improved IL-129 interchange. How do you see this change affecting your travel patterns or your home/business?

12 Total Comments

- a. Our travel pattern would be 100% wrong. Where we can currently get onto I-55 north easily, we'd now have to add 5 miles or more to our commute both ways by going around the block to get onto and off of I-55. Home, noise, traffic and loss of property (same issues answer to question 4).
- b. Increased commute. B would be our second choice.
- c. None
- d. This will be bad. It will add 8 miles to my daily mileage or more it will create a confusing interchange.
- e. A waste of money! When I go to my sister in Goose Lake, I will have to go through Coal City. This is to appease the new developers at the inconvenience of the local people.
- f. I want Alternative B modified so the to and from north ramps are kept open after the Route 129 Improvements. Any removal would hinder the Lorenzo Road traffic moving

north in event of evacuation from Dresden Nuclear plant and other areas directly to I-55. This would be an unsafe situation for me.

- g. Would make my travel time more. Also hassle to get around traffic inside Ridge Development.
- h. It will make it farther to get to Morris. No Jake brakes allowed
- i. Less options, increasing distance & time to get on to I-55.
- j. No access northbound. Most people out here shop or work north.
- k. Since Ridge trucks can use the 129 interchange, closing north Lorenzo ramps will cause local traffic (including everything from Lorenzo road) to be forced to mingle with Ridge trucks and be routed through an industrial area and a residential area. What were you thinking?
- l. No good. Adds 5+ miles to every trip down Lorenzo Road. Makes me go through 3 or 4 new intersections that will be handling all the areas traffic.

8) Alternative D removes all of the ramps from I-55 to Lorenzo Road and will require traffic to use a new improved IL-129 interchange. How do you see this change affecting your travel patterns or your home/business?

13 Total Comments

- a. Loss of property, loss of barn/workshop etc. More traffic issues at one section instead of two.
- b. Increased commute time – not a huge problem considering the trade off.
- c. No
- d. Add 4 miles to every trip I make. Makes me drive through an industrial development and deal with all the expected new traffic.
- e. This will cause a lot of people to travel much farther that work at the Dresden plants and live in Goose lake area.
- f. Alternative D is terrible proposal. It would greatly affect me and I strongly disagree with your study. My travel to and from Lorenzo Road would be changed and my business would be hurt.
- g. Totally unacceptable. Will make the trip to the west on Lorenzo Road through the truck maze of Ridge. Lorenzo Road is an evacuation route for Dresden. Too many trucks, so safety would be keeping then on their own road (129). Leave Lorenzo Road exit.
- h. It will make it farther to get to Morris and increase noise for people along D. No Jake brakes allowed.
- i. Less options, increases distance & time to get on to I-55.
- j. Same as above, only worse. Again, what were you thinking? B, C, or D will totally destroy the truck stop and the gas station at the Lorenzo interchange, which by the way have been providing IDOT and other with tax revenue for decades.
- k. Same as above- additional 10 miles to daily commute put all traffic flow through slow speed industrial area that will need 3 or 4 signalized intersections.

FOLD



***Please join us for Public Meeting #3
Tuesday April 12, 2011
4 PM – 7 PM***

***Where: Wilmington High School
209 Wildcat Court
Wilmington, IL 60481***

FOLD



ILLINOIS DEPARTMENT OF TRANSPORTATION
Division of Highways, District One
201 West Center Court
Schaumburg, IL 60196-1096

TAPE

U-750



You are invited to attend the third Public Meeting held by the Illinois Department of Transportation concerning the improvement of the interchanges of Interstate Route 55 at Lorenzo Road and at Illinois Route 129 in Will County.

The meeting will be held: **April 12, 2011**
4:00 p.m. to 7:00 p.m.
Wilmington High School
209 Wildcat Court
Wilmington, IL 60481

Purpose of the Meeting: To present a new alternative developed after reviewing stakeholder input from the previous Public Meeting held in September 2009. The Public Meeting will be conducted in open house format. Project updates and study information will be presented via a prerecorded presentation available for viewing every half hour, beginning at 4:00 p.m. and ending at 6:30 p.m.

Exhibits will be on display with Illinois Department of Transportation staff and study team representatives available to discuss the project and answer any questions. We encourage your continued participation and feedback as we work toward the preferred alternative for the Lorenzo Road and Illinois Route 129 interchanges.

This meeting will be accessible to handicapped individuals. Anyone needing special assistance should contact Mir Mustafa at (847)705-4477. Persons planning to attend who will need a sign language interpreter or other similar accommodations should notify the TTY/TDD number (800) 526-0844 or 711; TTY users (Spanish) (800) 501-0864 or 711; and for Telebraille dial (877) 526-6670 at least five days prior to the meeting.

All correspondence regarding this project should be sent to:

Mr. Mir Mustafa, Project Manager
Illinois Department of Transportation
Bureau of Programming
201 West Center Court
Schaumburg, IL 60196-1096

Please visit the project website for more information: **www.I-55wilmingtonstudy.com**

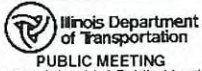
ALFRED BENESCH & COMPANY
IDOT Pub Notice

ADORDERNUMBER: 0000052854-01

PO NUMBER: IDOT Pub Notice

AMOUNT: \$287.30

NO OF AFFIDAVITS: 1



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Schaumburg, IL 60196-1096

Please visit the project website for more information:

www.I-55wilmingtonstudy.com

Ad 52854

Pub: March 23, April 6, 2011

Sun Times Media Sun-Times Media West Certificate of Publication

State of Illinois - County of Grundy, Will

Sun-Times Media West, does hereby certify it has published the attached advertisements in the following secular newspapers. All newspapers meet Illinois Compiled Statute requirements for publication of Notices per Chapter 715 ILCS 5/0.01 et seq. R.S. 1874, P728 Sec 1, EFF. July 1, 1874. Amended by Laws 1959, P1494, EFF. July 17, 1959. Formerly Ill. Rev. Stat. 1991, CH100, PI.
Note: Notice appeared in the following checked positions.

PUBLICATION DATE(S): 03/23/2011, 04/06/2011

Joliet Herald News

IN WITNESS WHEREOF, the undersigned, being duly authorized, has caused this Certificate to be signed and notarized

By

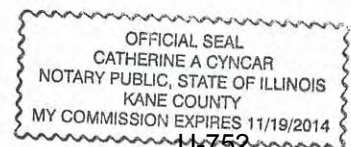
John G. Bieschke

Account Manager - Public Legal Notices

Subscribed and sworn to before me this 6th Day of April 2011 A.D.

Notary Public

ALFRED BENESCH & COMPANY
205 N MICHIGAN AVE # 2400
CHICAGO, IL 60601-5927





Public Meeting Sign In

April 12, 2011, 4:00 –7:00 PM, Wilmington High School



Name (Please Print)	Address	Representing (Check box and identify)	Check to be added to mailing list
1. Randy Thomas	[REDACTED]	Self <input type="checkbox"/> Business <input checked="" type="checkbox"/> Affiliation <input type="checkbox"/> Name: <u>Illinois Trucking Assoc.</u>	
2. Jamie Mack	[REDACTED]	Self <input type="checkbox"/> Business <input checked="" type="checkbox"/> Affiliation <input type="checkbox"/> Name: <u>Free Press News</u>	
3. KYLE SCHUHMACHER	[REDACTED]	Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: <u>RIDGE</u>	<input checked="" type="checkbox"/>
4. Nancy + Jim BORIO	[REDACTED]	Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	
5. Ben T. J. Jr.	[REDACTED]	Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: <u>B.P. Market Inc</u>	<input checked="" type="checkbox"/>
6. Colby Zemaitis	[REDACTED]	Self <input type="checkbox"/> Business <input checked="" type="checkbox"/> Affiliation <input type="checkbox"/> Name: <u>Robert E. Hamilton</u>	



Public Meeting Sign In

April 12, 2011, 4:00 –7:00 PM, Wilmington High School



Name (Please Print)	Address	Representing (Check box and identify)	Check to be added to mailing list
1. Laura Sadecki		Self <input type="checkbox"/> Business <input checked="" type="checkbox"/> Affiliation <input type="checkbox"/> Name: Will Co. Farm Bureau	
2. Jim Pappsh		Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: Home owner Along 20th Ave Rd	
3. Cookie MARQUARDT		Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	
4. JERRY STEWART		Self <input type="checkbox"/> Business <input checked="" type="checkbox"/> Affiliation <input type="checkbox"/> Name: WILMINGTON TOWNSHIP	
5. Terry Kernc		Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: Village of Diamond	
6. KURT KURZE		Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	



Public Meeting Sign In

April 12, 2011, 4:00 –7:00 PM, Wilmington High School



Name (Please Print)	Address	Representing (Check box and identify)	Check to be added to mailing list
1. Larry Readman	[REDACTED]	Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	
2. Joyce Readman	[REDACTED]	Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	
3. Mark Schneidewind	[REDACTED]	Self <input type="checkbox"/> Business <input checked="" type="checkbox"/> Affiliation <input type="checkbox"/> Name: <u>Will Co. Farm Bureau</u>	
4. WILLIAM & WUNDERLICH MARK WUNDERLICH	[REDACTED]	Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	
5. Jason Snyder	[REDACTED]	Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: <u>Jacobs/Helmer, Rodger</u>	
6. E. Murphy	[REDACTED]	Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	



Public Meeting Sign In

April 12, 2011, 4:00 –7:00 PM, Wilmington High School



Name (Please Print)	Address	Representing (Check box and identify)	Check to be added to mailing list
1. Ryan Chapman	[Redacted]	Self <input type="checkbox"/> Business <input checked="" type="checkbox"/> Affiliation <input type="checkbox"/> Name: <u>Road Ranger, L.L.C.</u>	<input checked="" type="checkbox"/>
2. Terry Readman	[Redacted] Zip	Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	
3. BRUCE GOULD	[Redacted]	Self <input type="checkbox"/> Business <input checked="" type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	
4. Rick Heldler <i>Mailing Property</i>	[Redacted]	Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: <u>J & R Mini Storage</u>	<input checked="" type="checkbox"/>
5. Daniel T. Murphy	[Redacted]	Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	
6. <i>Adi Darkhous</i>	[Redacted]	Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input checked="" type="checkbox"/> Name: <u>City of Wilmington</u>	<input checked="" type="checkbox"/>



Public Meeting Sign In

April 12, 2011, 4:00 –7:00 PM, Wilmington High School



Name (Please Print)	Address	Representing (Check box and identify)	Check to be added to mailing list
1. Sheldon C. Latz	[REDACTED]	Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	X
2. Ellen Begler Tom Begler	[REDACTED]	Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	X
3. G Kappas	[REDACTED]	Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	
4. Em John	[REDACTED]	Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	
5. John & Ann Matravers	[REDACTED]	Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	
6. John Murphy	[REDACTED]	Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	

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Name (Please Print)	Address	Representing (Check box and identify)	Check to be added to mailing list
1. Kim + Jerry Smith	[REDACTED]	Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	<input checked="" type="checkbox"/>
2. HARRY Hill	[REDACTED]	Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	<input type="checkbox"/>
3. JIM + CHRIS BOHARSKI	[REDACTED]	Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	<input type="checkbox"/>
4. John + Terrie Cairns	[REDACTED]	Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	<input type="checkbox"/>
5. Ann Czys	[REDACTED]	Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	<input type="checkbox"/>
6. Jennifer Cioni	[REDACTED] Zip _____	Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	<input type="checkbox"/>



Public Meeting Sign In

April 12, 2011, 4:00 –7:00 PM, Wilmington High School



Name (Please Print)	Address	Representing (Check box and identify)	Check to be added to mailing list
1. Gerald & Donna Sims	[REDACTED] zip	Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	
2. Ted STALEARD	[REDACTED]	Self <input type="checkbox"/> Business <input checked="" type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	
3. Bob & Jacquelyn Port	[REDACTED]	Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	
4. Stan & Mary Alice GRAVEL	[REDACTED]	Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	
5. ERIC & KAY FOSNAUGH	[REDACTED]	Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	
6. Richard Raggin	[REDACTED] zip	Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	



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1. John Pense	[REDACTED]	Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	
2. DAVID McLUCKIE	[REDACTED]	Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	
3. KEN & BEV ROACH	[REDACTED]	Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	
4. JOHN AND CHARLENE MCDADE	[REDACTED]	Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____ WEB ADDRESS: jmcda1945 @ comcast.net ✓	
5. MARTY ORR	[REDACTED]	Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: Mayor City of Wilmington	
6. Dennis Bachman	[REDACTED]	Self <input type="checkbox"/> Business <input checked="" type="checkbox"/> Affiliation <input type="checkbox"/> Name: FHWA	



Public Meeting Sign In

April 12, 2011, 4:00 –7:00 PM, Wilmington High School



Name (Please Print)	Address	Representing (Check box and identify)	Check to be added to mailing list
1. REBECCA TORRINO	[REDACTED]	Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: UTILITY CONCRETE PRODUCTS	
2. TIMOTHY BUCC	[REDACTED]	Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	
3. Sally	[REDACTED]	Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	
4. Audrey	[REDACTED]	Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	
5. LORETTA SPOTO	[REDACTED]	Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	
6. Gene Sims	[REDACTED]	Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	

Public Meeting Sign In

April 12, 2011, 4:00 –7:00 PM, Wilmington High School

Name (Please Print)	Address	Representing (Check box and identify)	Check to be added to mailing list
1. NEAL E. NELSON Mayor	[REDACTED]	Self <input type="checkbox"/> Business <input checked="" type="checkbox"/> Affiliation <input type="checkbox"/> Name: <u>Village of Coal City</u>	
2. Bob RINK	[REDACTED]	Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	
3. MARK WILBURN	[REDACTED]	Self <input type="checkbox"/> Business <input checked="" type="checkbox"/> Affiliation <input type="checkbox"/> Name: <u>KINDER MORGAN (NGPL)</u>	
4. ANNETTE GALLAGHER	[REDACTED]	Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	
5. JOSEPH DORT	[REDACTED]	Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	
6. Todd Kahn	[REDACTED]	Self <input type="checkbox"/> Business <input checked="" type="checkbox"/> Affiliation <input type="checkbox"/> Name: <u>Rep Pam Roth</u>	



Public Meeting Sign In

April 12, 2011, 4:00 -7:00 PM, Wilmington High School



78

Name (Please Print)	Address	Representing (Check box and identify)	Check to be added to mailing list
1. Gary GRSILAK	[REDACTED]	Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	
2. Ajetsim	[REDACTED]	Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	
3. NASADOWSKI	[REDACTED]	Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	
4. Caldwell, Judith	[REDACTED]	Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	
5. JAMES Hamm	[REDACTED]	Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	
6. Janet Cherbak	[REDACTED]	Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	



Public Meeting Sign In

April 12, 2011, 4:00 –7:00 PM, Wilmington High School



Name (Please Print)	Address	Representing (Check box and identify)	Check to be added to mailing list
1. JOSE CAMPOS	[REDACTED]	Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	
2. Doug Francis Jr	[REDACTED]	Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	
3. Sam & Kathy Cindrich	[REDACTED]	Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	<input checked="" type="checkbox"/>
4. MARGA BORDEN	[REDACTED]	Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	
5. LeRoy Grell	[REDACTED]	Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	
6. RANDIE HULVA	[REDACTED]	Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	

Public Meeting Sign In

April 12, 2011, 4:00 –7:00 PM, Wilmington High School

Name (Please Print)	Address	Representing (Check box and identify)	Check to be added to mailing list
1. DOUGLAS FRANCIS SR	[REDACTED]	Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	
2. Annette Hulva ^{va}	[REDACTED]	Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	<input checked="" type="checkbox"/>
3. Laurie Kotesa	[REDACTED]	Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	
4. Jeff Shackelford	[REDACTED]	Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	<input checked="" type="checkbox"/>
5.		Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	
	Zip		
6.		Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name: _____	
	Zip		

**SPECIAL POINTS
OF INTEREST:**

- **Project Update**
- **Previous Feed-back**
- **Present NEW Alternative C-5**
- **Next Steps**

I-55 Wilmington Study

PUBLIC MEETING #3

APRIL 12, 2011

Welcome

The Illinois Department of Transportation (IDOT) welcomes you to Public Meeting #3 for the proposed improvement of Interstate Route 55 at Lorenzo Road and Illinois Route 129 in Will County.

At Public Meeting #2 in September 2009, which was attended by over 80 people, we presented the alternatives that the team created to address the Purpose and Need for the project.

We received numerous comments from that meeting. Two of the alternatives were not supported by any public comments and have been eliminated from further consideration. The remaining alternatives, although they received some support, were not overwhelmingly supported. Modifications to these designs were requested. Therefore after reviewing stakeholder responses, we decided to

Purpose & Need For the Project

- ☐ **Safety**
- ☐ **Access**
- ☐ **Capacity**

go to back to the drawing board to develop a solution that better addresses stakeholder concerns.

The purpose of Public Meeting #3 is to introduce to you the new alternative C-5 that was developed to address stakeholder comments. The goal of today's meeting is to obtain feedback on the alternatives now being considered. This feedback will help the project team arrive at a preferred alternative for the project.



Previously Presented Alternatives



Eliminated
due to lack
of public
support
from PM
#2



Feedback

HERE IS A SUMMARY OF FEEDBACK WE RECEIVED
FROM PUBLIC MEETING #2

Alternative B MODIFIED

- 8 - Like Alternative B but would like to modify it so that the existing Lorenzo Road interchange stays open.
- 4 - of these 8 comments mention that Lorenzo Road should restrict trucks after IL 129 is improved to facilitate the Ridgeport development.
- Most did not want local traffic traveling through the new development.

Keep Lorenzo

- 3 comments want to see the recently improved Lorenzo Rd bridge salvaged.
- 3 mention the risk of closing Lorenzo and losing an evacuation route to I-55.

Alternative C

- 1 - comment thought Alternative C was fairest for everyone concerned. They would also like a sound abatement wall.

Ridgeport

- 5 - comments pertained to the Ridgeport development & its impacts on local residents.
- 1 - was concerned that mining will severely impact the surrounding roadways, gas line, wells and foundation of the surrounding houses and buildings.

Jurisdiction

- 1 - comment regarding Alternative B was concerned with who will have jurisdiction for maintenance and planning? Why isn't Kavanaugh improved to be the through street? How will local traffic be safeguarded?

Update

- 1 - wants to make home improvements and would like an update.

OUR RESPONSE

We could not safely keep the north Lorenzo ramps open in Alternative B because there is not enough room to construct ramps that can handle the projected traffic between the Kankakee River and the Lorenzo interchange. We developed a new alternative that does not require travel through the new development.

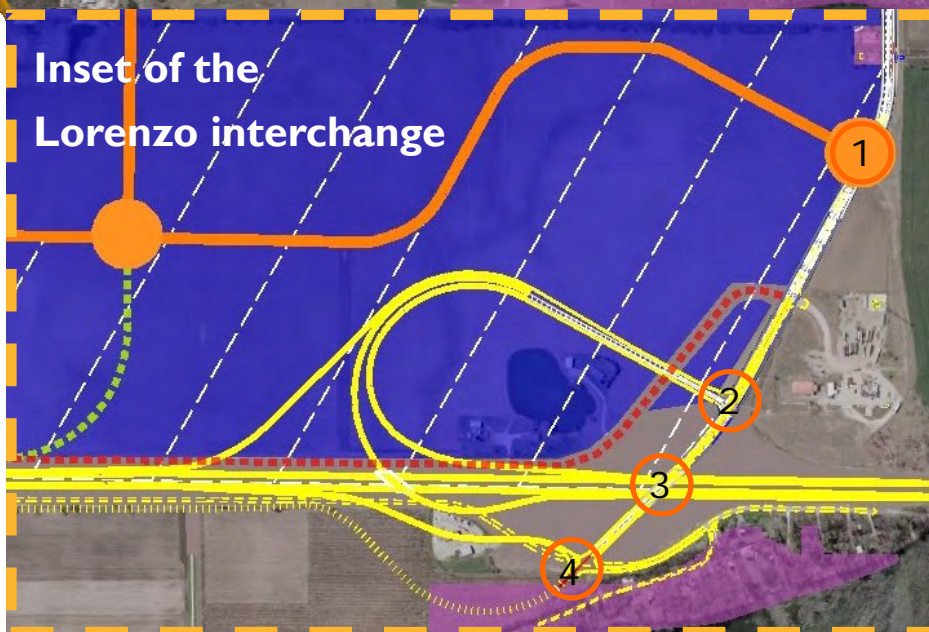
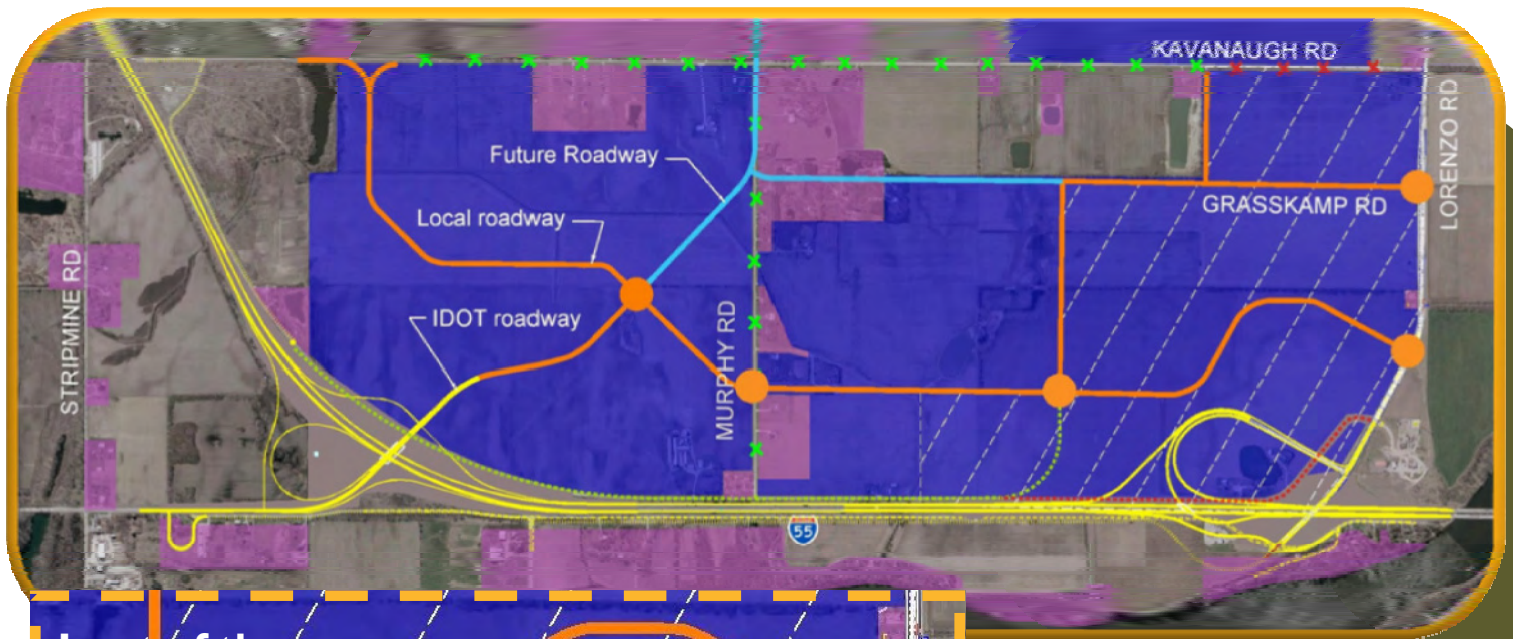
We were able to reuse the Lorenzo interchange bridge in the new alternative C-5 and maintain the continuity of Lorenzo Road at I-55 at the existing location.

Alternative C provides access at both Lorenzo Road and IL 129. It remains under consideration. Noise abatement will be evaluated upon selection of the preferred alternative.

Although we appreciate your concerns with the development, the scope of this study is to improve the interstate. Issues and concerns regarding the development should be addressed to the City of Wilmington.

Jurisdiction of roadway is still under development. It will be made public when it is finalized.

This meeting will provide an update.



Taking a closer look

We listened to your concerns expressed at Public Meeting #2. The solution we came up with is a modification to Alternative C-2. New Alternative C-5 is a full access interchange located closer to Lorenzo Road, which allows for safe entrance and exit onto I-55. This interchange will function effectively to accommodate the increased projected traffic.

As shown on the detail in the inset:

- (1) An intersection will be created to allow access to the new intermodal facility.
- (2) There would be a T intersection where existing Lorenzo Road meets the new ramps.
- (3) We are able to salvage the existing bridge over I-55. The area under the bridge will be modified to accommodate an extra lane on each side for the Lorenzo exit and entrance ramps as shown.
- (4) The East Frontage Road is relocated with full access to the interchange.

Next Steps

The alternatives being carried forward are all within Alternative Group C, which includes improvements at both interchanges. With the new introduced alternative, this group includes sub-alternates C-2, C-3 and C-5.

All of the sub-alternatives address safety and operational deficiencies by providing more capacity through a new western access at IL-129 and through the use of an improved Lorenzo Road interchange.

C-2 and C-3 include shifting the Lorenzo entrance and exit 1500 ft. to the south, while C-5 shortens this distance.

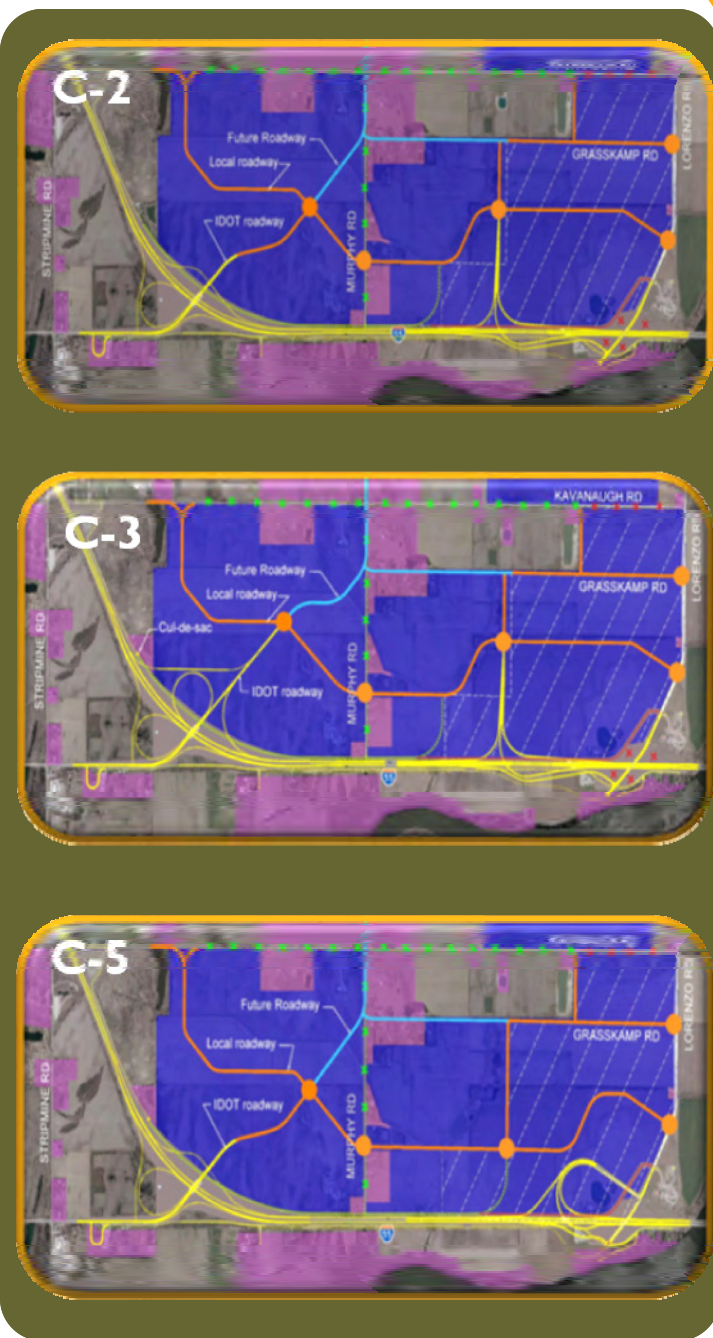
C-2 includes a single loop interchange at IL-129 and C-3 provides slightly more capacity with two loops.

All of these alternatives are being carried forward for further consideration.

We now need to finalize the preferred alternative. We will seek approval of the preferred alternative by FHWA and other Federal Agencies in June 2011.

To adhere to NEPA requirements, we will hold a Public Hearing and provide final environmental documents for review in Fall 2011.

Design approval is anticipated in late 2011. The project will then proceed into engineering design and land acquisition which may take approximately two years. The earliest construction would start is 2014.



Public Meeting Comment Sheet
 Interstate Route 55 at
 Lorenzo Road and I-129
 April 13, 2011

Written comments and approvals may be submitted during the Public Meeting on April 13, 2011, and must be received no later than April 26, 2011, in order to become part of the official Public Meeting record.

Comments should be addressed to:
 Illinois Department of Transportation
 Bureau of Transportation Planning
 201 W. Center Court
 Schaumburg, IL 60196-1096

Comment:

Name: _____
 Address: _____
 Phone: _____
 Email: _____

Illinois Department of Transportation

**ILLINOIS DEPARTMENT OF
 TRANSPORTATION
 BUREAU OF PROGRAMMING
 ATTN: MIR MUSTAFA, P.E.
 201 W. CENTER COURT
 SCHAUMBURG, IL 60196-1096**

**Comment period for
 this meeting closes
 April 26, 2011**

*We look forward to
 hearing from you.*



Interstate 55 Study at Lorenzo Road and Illinois Route 129

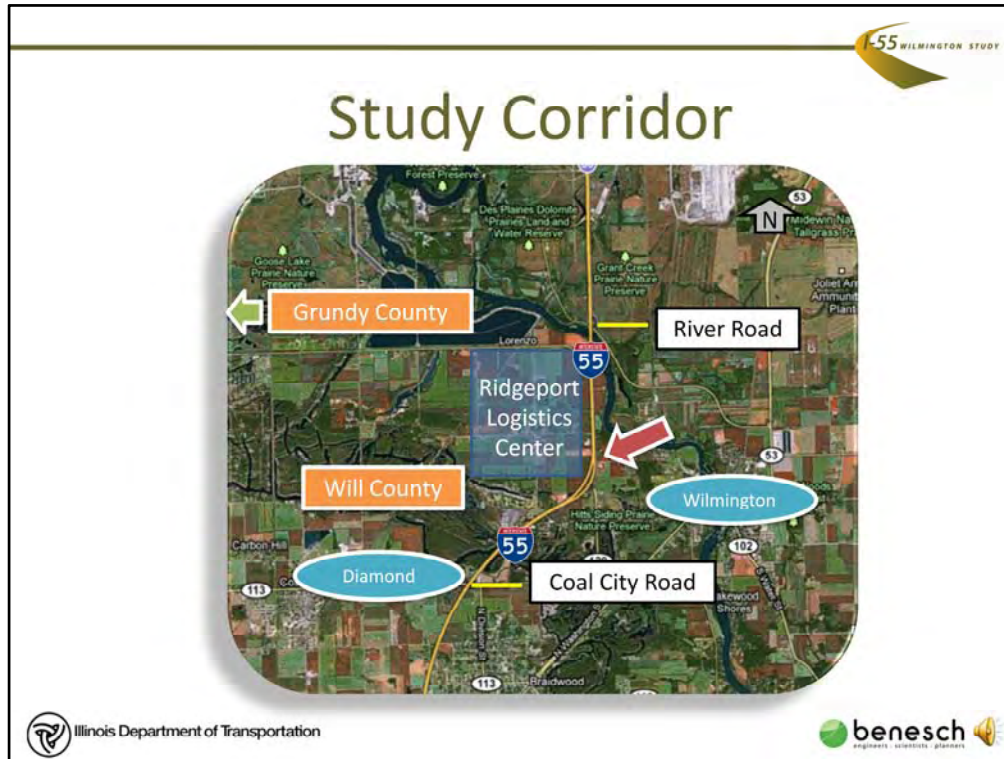
Public Meeting No. 3
April 12, 2011



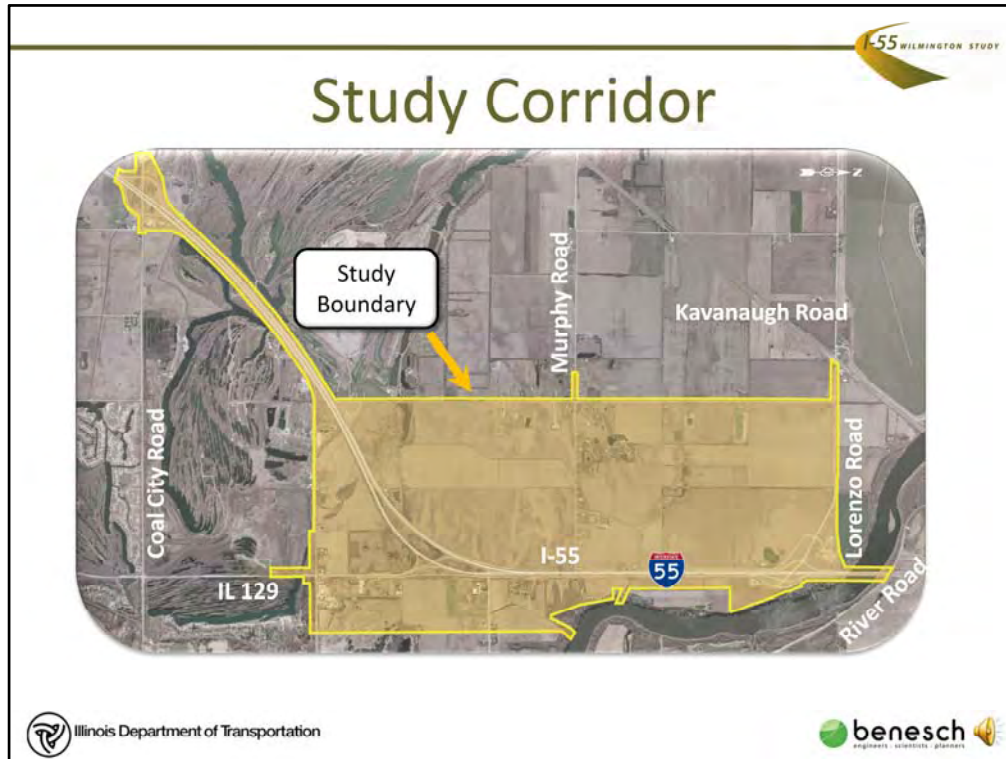
Illinois Department of Transportation



The Illinois Department of Transportation welcomes you to the third public meeting for the Interstate 55 Study at Lorenzo Road and Illinois Route 129. We appreciate your interest in this important project, and encourage your continued participation as we work toward the preferred alternative for the Lorenzo Road and Illinois Route 129 interchanges.



This project consists of a study (click) from River Road to Coal City Road in Will County to address access, capacity and safety. The Department has coordinated the proposed improvements with the City of Wilmington (click), the Village of Diamond (click) , Will and Grundy Counties (click) and the proposed Ridgeport Logistics Center development. The Phase I Study follows the Federal process known as the National Environmental Policy Act, or NEPA, to ensure that potential impacts to the environment are avoided, minimized or mitigated. (Click)



Shown here are the current boundaries (click) of the study area.

I-55 WILMINGTON STUDY

First Public Meeting: April 2008

Meeting summary:

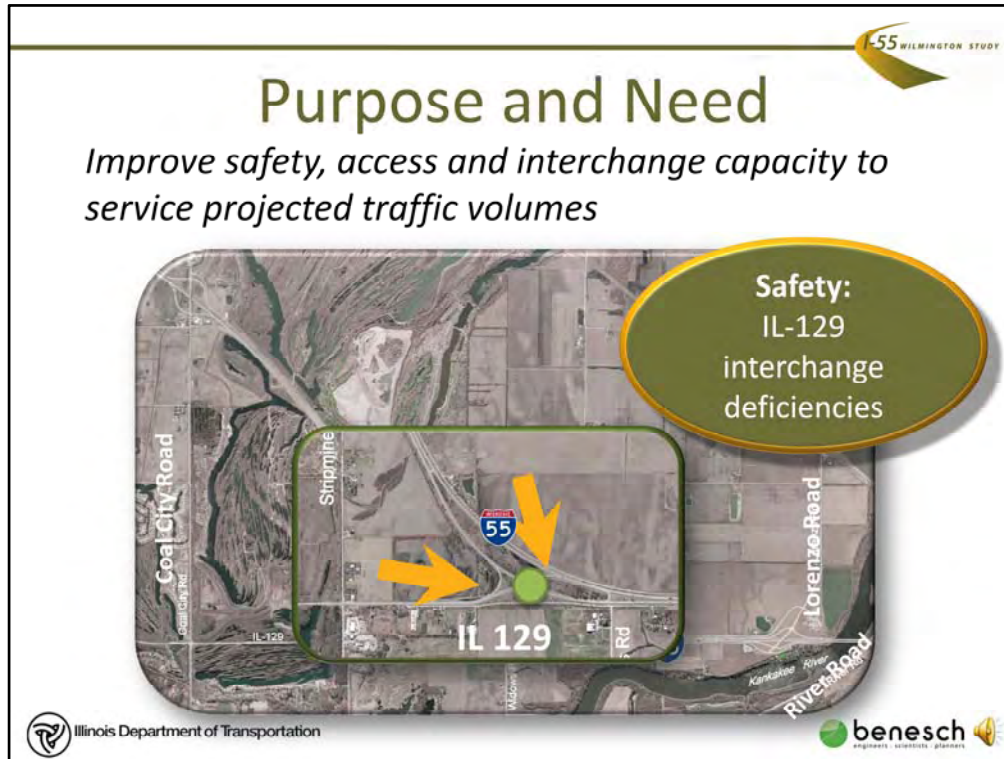
- Introduce the project
- Learn about your concerns



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Our first Public Meeting was held in April 2008 to present the study to you and to learn about your concerns and goals for the project. (click)



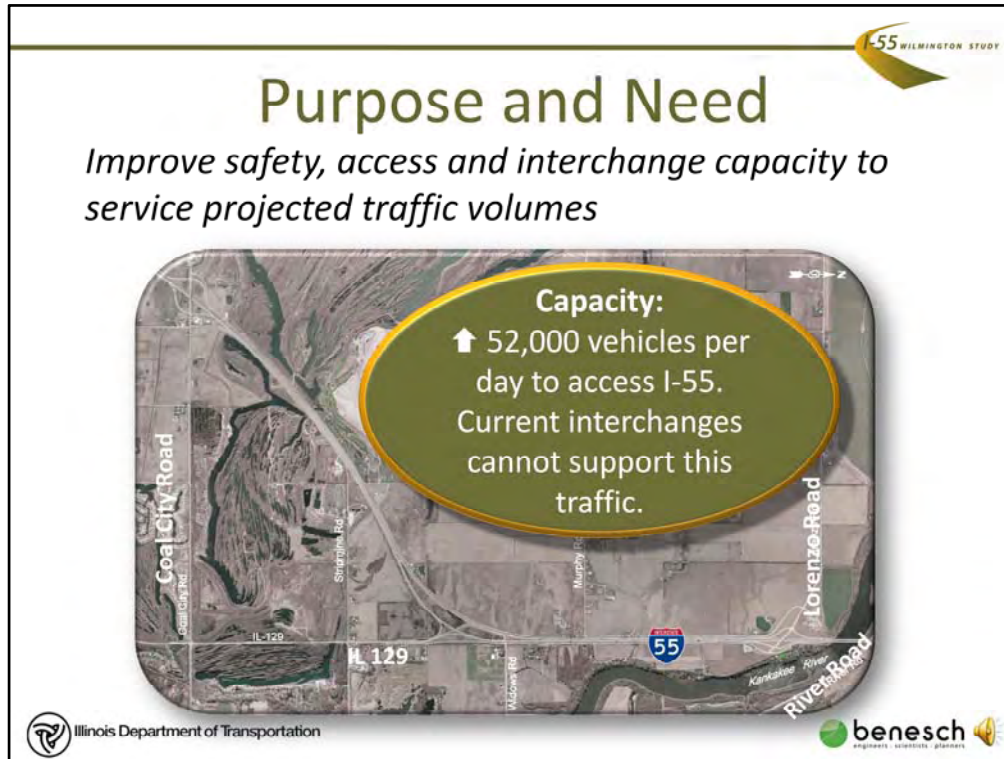
It is important to identify the purpose and need for a project so that the expenditure of public funds can be justified.

The purpose and need for this project, which was presented at the first public meeting, consists of three elements:

(click) The first element of the purpose and need is safety – the IL 129 interchange has several deficiencies. (click) Several elements do not meet current design standards and the interchange is in need of upgrade, including ramp curves (click) that are not designed to meet today’s design speeds, and the IL 129 bridge (click) over I-55 that is rapidly approaching its useful life.



(click) The second element of the purpose and need is Access – there is no ability to access I-55 from the west side of the interstate at IL129, restricting the ability to enter I-55.



Finally the third element of the purpose and need is Capacity – with the proposed development (click), an additional 52,000 vehicles per day will need to access I-55. The current configuration of the interchanges cannot support this traffic.



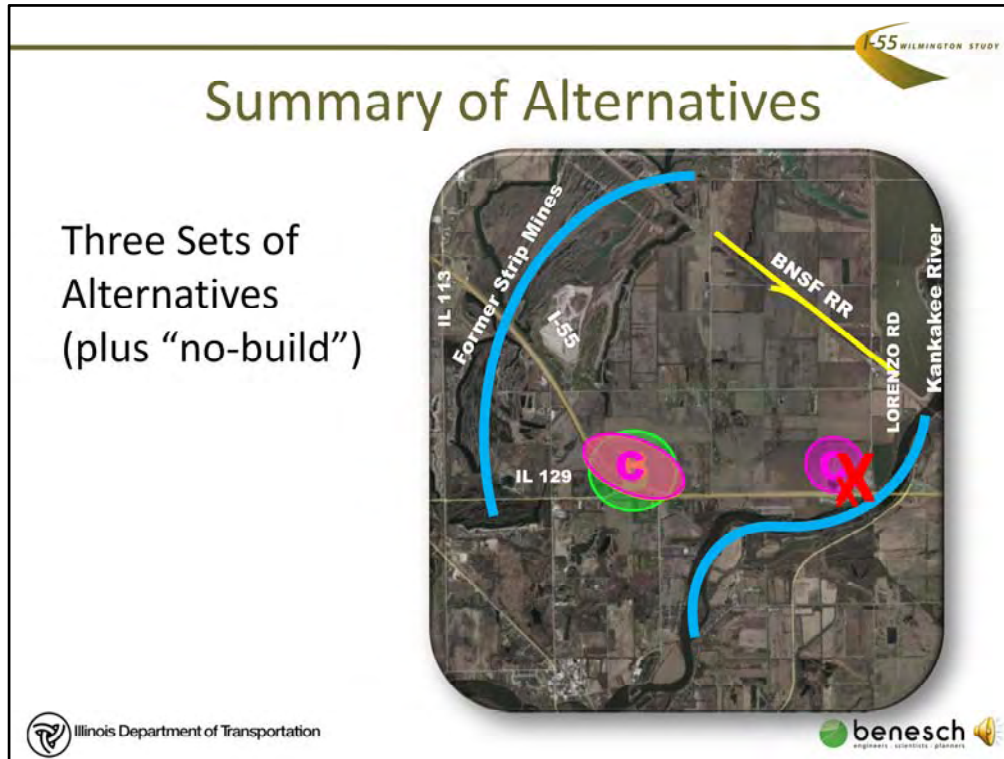
Second Public Meeting: September 2009

- ❑ Presented alternatives to be carried forward
- ❑ Received your comments
- ❑ Provide current status and schedule
- ❑ Gain feedback and comments

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Public Meeting #2 was held in September 2009. This was the last time we met. At that time, we presented the alternatives created to address the project's Purpose and Need. After that meeting, we received many comments on those alternatives. (Click)



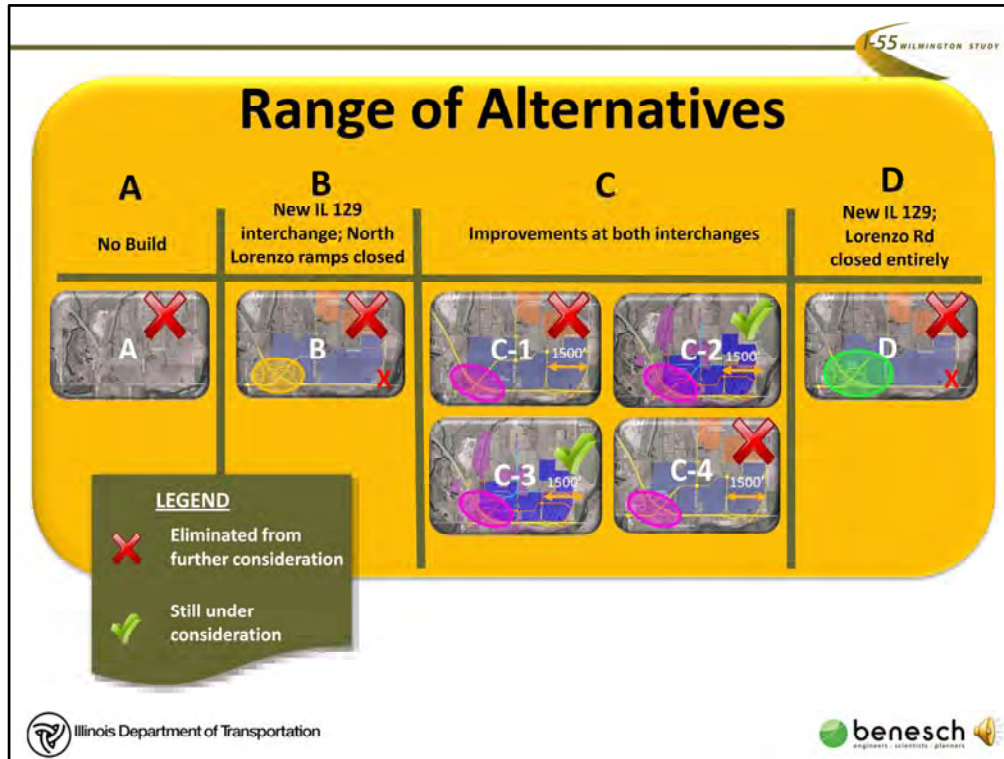
You may recall from that meeting that we presented three sets of alternatives.

The B alternatives (click) include closing the Lorenzo interchange north ramps and improving the IL 129 interchange to a full access interchange meeting current design standards.

The C alternatives (click) include improvements at both the IL 129 and Lorenzo Road interchanges.

The D alternatives (click) include closing the Lorenzo Road interchange and building a combined full access interchange at the IL 129 location.

It is always important to consider the “no build” option as well, although in this case it fails to meet the purpose and need for the project.



The range of alternatives developed for this project include:

(Click) Option A, the No Build option – which means leave everything as is - is always presented for consideration.

(click) A single B Alternative was presented which included a new western access at IL-129, and closure of north ramps at the Lorenzo Road interchange.

(click) Four C alternatives, C-1 through C-4, were developed. These provide increasingly more capacity at IL 129 while providing the same proposed improvements at Lorenzo Road, which includes an entrance and exit ramp 1500 feet to the south to accommodate proper entrance and exit speeds.

(click) Alternative D combines the IL-129 and Lorenzo Road interchanges into a single interchange.

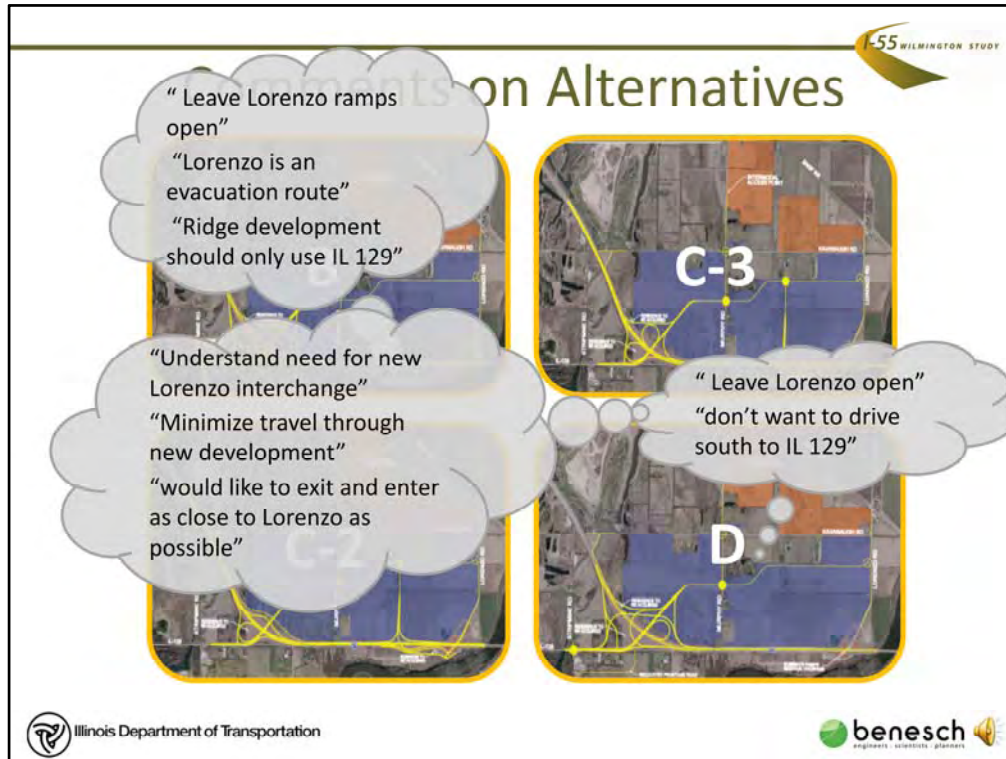
Several of these alternatives have been eliminated from further consideration for a variety of reasons:

(click) Alternative A, the no build, is eliminated because it fails to meet the purpose and need. The existing facilities cannot meet projected demand, and the IL 129 interchange is approaching its useful life and needs to be rehabilitated.

(click) Alternative B was eliminated due to the impacts to environmental resources, residents and businesses.

(click) Alternatives C-1 and C-4 were eliminated early on because C-1 does not provide enough capacity to serve IL 129 traffic, and C-4 provides more capacity than is needed to meet the projected traffic volumes. Therefore, the additional expenditure on C-4 is not justified.

(click) Finally, Alternative D was eliminated due to impacts to environmental resources, residents and businesses.



At our last meeting, we presented four of these alternatives. In reviewing the comments for these alternatives, here is what we heard:

Alternative B was not supported based on the comments received. These included: (click)

- Do not close the ramps on Lorenzo
- Lorenzo Road is an evacuation route for the Dresden power plant – access needs to be maintained.
- The new development traffic should be restricted to IL 129.


Similarly, (click) Alternative D was least favored because the Lorenzo Road interchange is closed entirely.

On Alternative B, it is not possible to keep the north Lorenzo ramps open and still provide safe entry and exit speeds for the larger projected traffic volumes. Further, it is clear that eliminating the Lorenzo Road interchange in its entirety was not supported. Therefore based on impacts to environmental resources, residents and businesses as well as the public comments, Alternatives B & D have been dropped from further consideration. (click)


Alternatives C-2 and C-3 (click) were moderately supported. (click) Some of these comments received included:


- We understand the need for the Lorenzo interchange, but
- Please minimize our travel through the new development and
- We would like to exit and enter as close to Lorenzo as possible.



Based on this feedback and the minimal impacts, alternatives C-2 and C-3 remain under consideration, but the team went back to see if another alternative could be developed to better address the concerns expressed.



Purpose of Today's Third Public Meeting

- ❑ Based on your input we developed a **new alternative!**
- ❑ Present the new alternative
- ❑ Recap of the project progress
- ❑ Explain how we will choose the preferred alternative
- ❑ Gain more feedback and comments  **Today's goal**

 Illinois Department of Transportation

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The team was successful at developing a new alternative, and therefore the purpose of today's third public meeting is to present this new alternative to you for consideration.

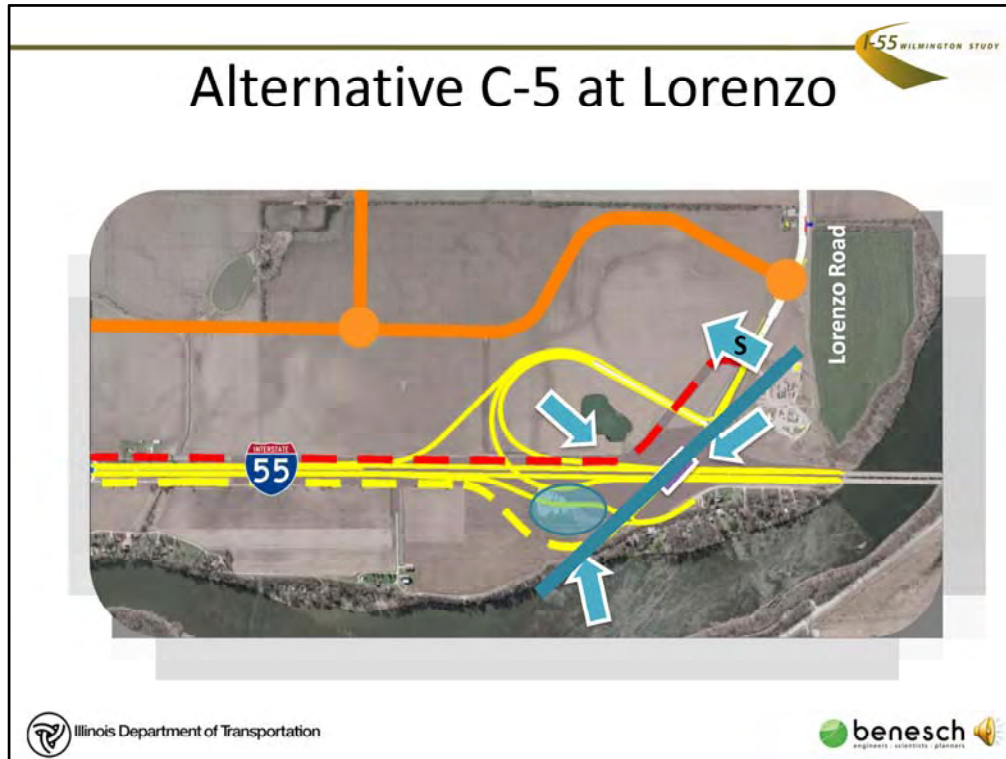
We will also present the project status and plan to move forward from here, and we will explain how we will choose the preferred alternative.

(click) As always it is important we receive your feedback and comments as we move forward. (click)



So with the public comments in mind, here's what we came up with.

We took the Alternative C-2 which you see now, and shifted the entrance further north as close as we safely can locate it to Lorenzo Road. Watch closely as we transition into the new C-5 Alternative. You will see that we modified the alternative to be closer to the current Lorenzo Road location with a full access interchange. (click)



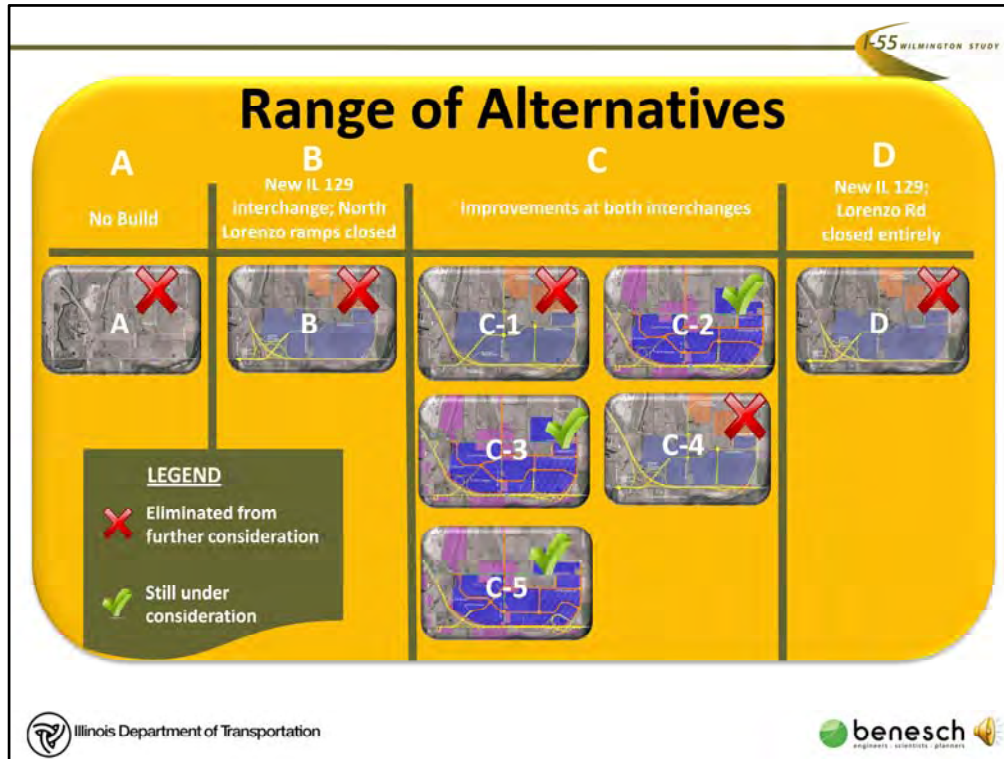
Here is a close up of the Lorenzo interchange in the new Alternative C-5.

By moving all of the ramps south of Lorenzo Road, we are able to provide adequate acceleration and deceleration distances for traffic entering and exiting I-55

With this alternative, we are able to reuse the existing bridge over I-55. The area under the bridge will be modified to accommodate an extra lane on each side for the Lorenzo Exit and Entrance ramps as shown.

The East Frontage Road will need to be relocated to accommodate the new interchange configuration.

Alternative C-5 will require the acquisition of the commercial business (click) located in the southeast quadrant of the interchange.



In reviewing our range of alternatives, we have now added C-5 (click) for consideration. With the elimination of A, B, C-1, C-4 and D,

I-55 WILMINGTON STUDY

Alternatives Considered for Preferred Alternative

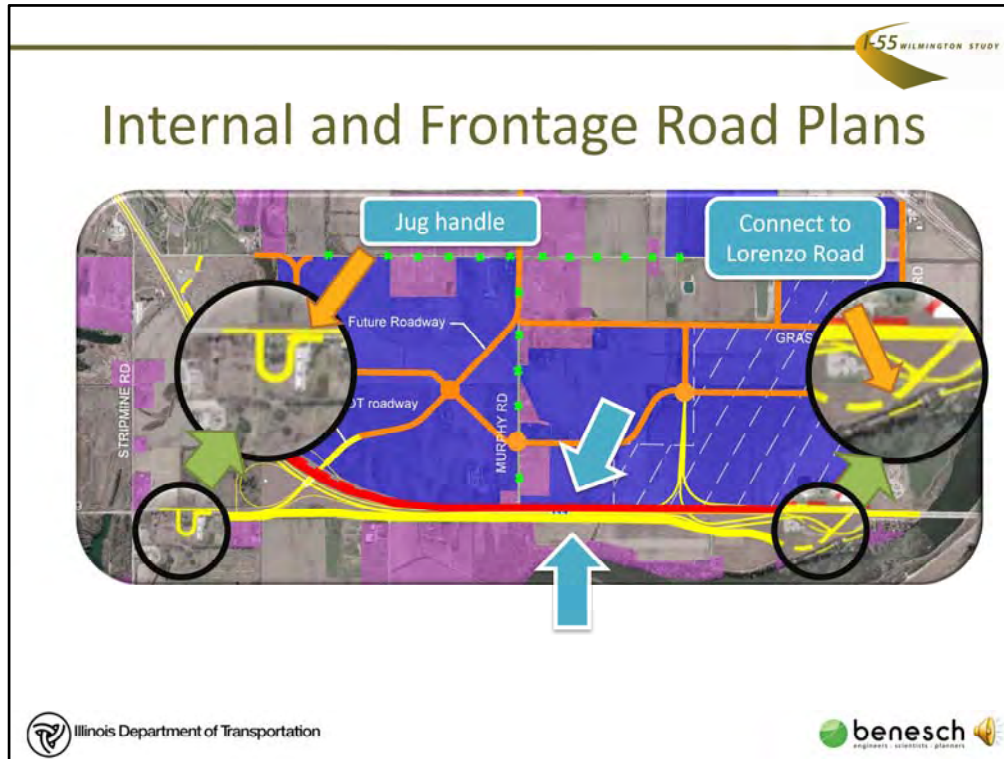
C-2 **C-3** **C-5**

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we now have three alternatives remaining (all within the C group) that are being considered.

These include C-2 and C-3, which were presented at Public Meeting No. 2, and C-5 which is presented here today.

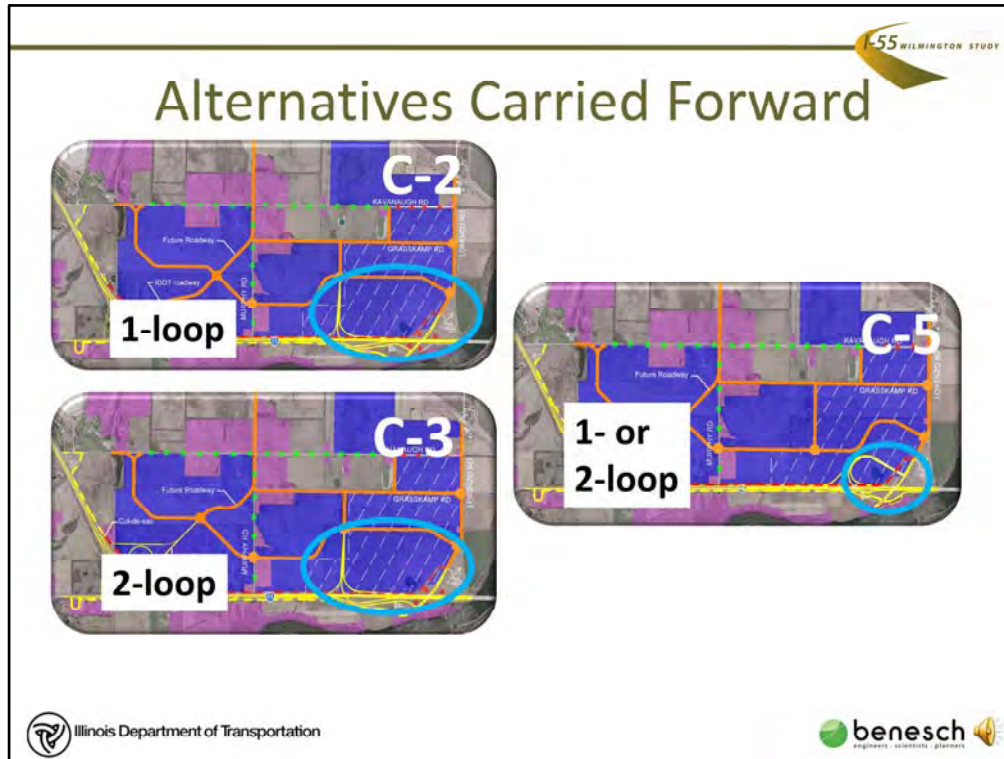


With any of the alternatives being considered, an internal local roadway network will be required. The current plan for this system is shown on the map.

Modifications to the frontage road system will also be required.

(click) Portions of the west frontage road may potentially be abandoned. If this occurs, access will be maintained to any remaining residences along the frontage road.

The east frontage road, will be relocated slightly to the east, (click) with a tie in to the Lorenzo interchange (click) on the north and a connection known as a jug handle (due to its shape) (click) to the south. (pause)

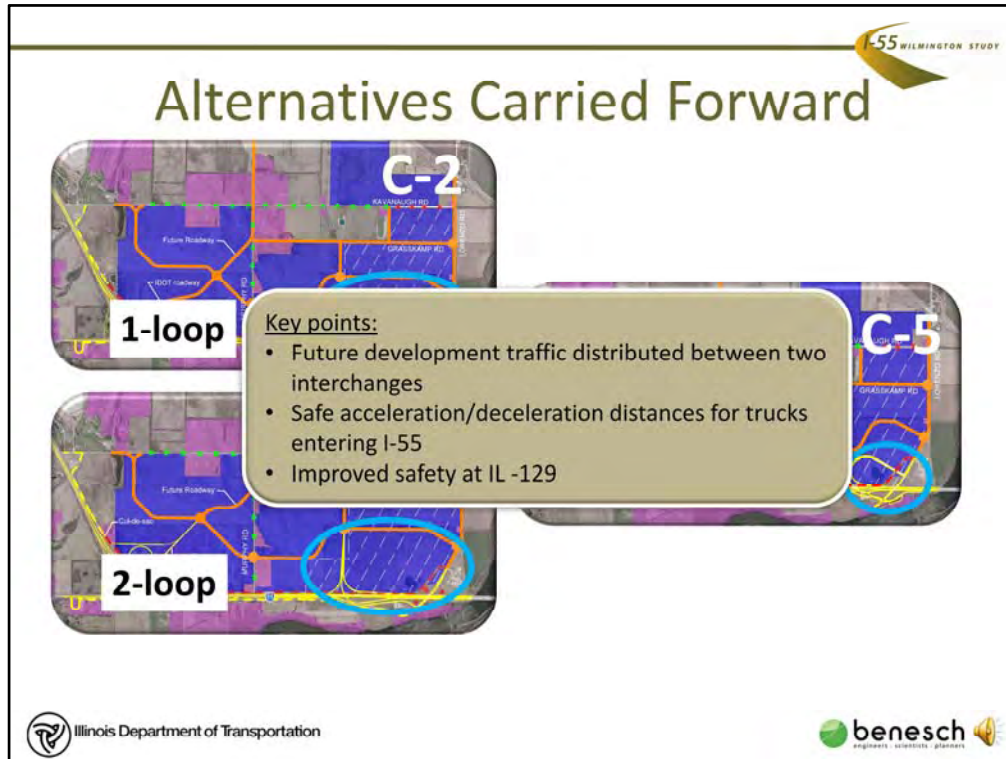


At the conclusion of this presentation, we ask you to proceed to the exhibit room to review the new alternative in detail, and provide us with your comments. To review, the alternatives under consideration include C-2 and C-3, which we presented at the last meeting, and C-5, the new alternative.

To help you better note the differences between these options, alternatives C-2 and C-3 are very similar. They both include an entrance/exit 1500 feet from Lorenzo Road. (click) C-2 offers a single loop ramp at IL-129 (click) and C-3 offers a two loop ramp (click) which provides a bit more capacity, however both accommodate 2040 projected traffic.

C-5 (click) includes a compressed interchange with entrance and exit closer to Lorenzo Road, and a (click) 1- or 2- loop ramp at IL-129.

We are asking you to weigh in today on the options presented.




Each of these alternatives include the following key points:

- (click) Future development traffic is distributed between the two interchanges.
- (click) All offer safe acceleration/deceleration distances for trucks entering and exiting I-55
- (click) They all offer improved safety at IL -129

Further, they all support the purpose and need for the project.

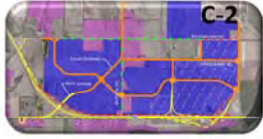


The difference between them is how traffic will access Lorenzo Road and the interchange, and the 1-loop vs 2-loop option at IL 129..





Evaluation Criteria

Select a preferred alternative based on:

- Function (purpose and need)
- Right of Way Impacts (businesses and homes)
- Environmental Resources
- Stakeholder/community input
- Cost

The next step is to choose the preferred alternative. This selection will be made by the Illinois Department of Transportation and approved by the Federal Highway Administration and federal resource agencies based on a number of factors:

(click) Function: The project must meet the purpose and need statement identified earlier on in this study, which is to *Improve safety, access and interchange capacity to service projected traffic volumes.*

(click) Right of Way Impacts

(click) Impacts to the environment

(click) Input from the various stakeholders, which includes the local community.

(click) And cost



Meeting Transportation Needs

Next Steps

- ❑ Finalize our preferred alternative
- ❑ Seek approval by FHWA and other Federal Agencies - Summer 2011.
- ❑ Public Hearing - Fall 2011
- ❑ Design approval - late 2011
- ❑ Design Engineering and Land Acquisition - 2 years
- ❑ Funding - in 2011-2016 Proposed Highway Improvement Program





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Once the preferred alternative is chosen, we will seek approval by the Federal Highway Administration and other Federal Agencies in summer 2011.

We will then hold a formal Public Hearing to announce the final preferred alternative and provide final environmental documents for review in Fall 2011.

Final design approval is anticipated in late 2011.

Once design approval is granted, then the project proceeds into the design engineering and land acquisition phase, which will take approximately 2 years.

Funding for this project is currently identified in IDOT's Fiscal Year 2011-2016 Proposed Highway Improvement Program.



How to comment

- ❑ Adjourn to exhibit area
- ❑ Ask questions
- ❑ Fill out a comment card
- ❑ Respond on our website

www.i-55wilmingtonstudy.com

Comments Must Be Received By
April 29, 2011

*Illinois Department of Transportation
 Bureau of Programming
 Attn: Mir Mustafa, P.E.
 201 W. Center Court
 Schaumburg, IL 60196-1096
 (included on comment cards)*







At this time we would like to invite you to the exhibit area where the study team is available to talk with you and answer any questions you may have. (click) As always you are invited to formally record your comments by filling out a comment card and mailing it back to the IDOT Project Manager Mir Mustafa or through our website (www.i-55wilmingtonstudy.com) on the "Contact Us" tab. The comment period for this meeting closes April 29th, 2011.

We have prepared a summary brochure that you may take with you today. Our website and contact information is listed in that brochure.



City of Wilmington and Ridgeport Development Staff available



Illinois Department of Transportation

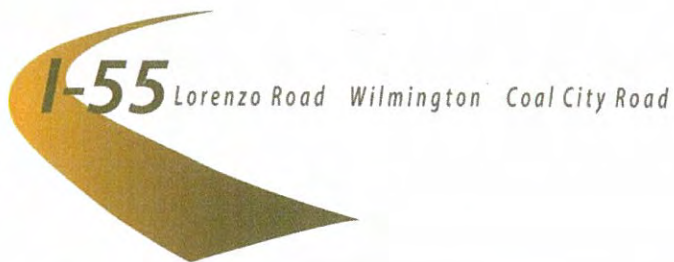
Thank you for participating in the
public meeting for this project.

www.I-55wilmingtonstudy.com



Thank you very much for coming today.

Please proceed to the exhibit area where members of the project study team are available to discuss the project, and answer any of your questions.



Public Meeting Comment Sheet

Interstate Route 55 at
Lorenzo Road and IL-129

April 12, 2011

Written statements and opinions may be submitted during the Public Meeting or mailed to IDOT and must be received no later than **April 29, 2011**, in order to become part of the official Public Meeting record.

Correspondence should be addressed to:

Illinois Department of Transportation
Bureau of Programming, Attn: Mr. Mir Mustafa, PE
201 West Center Court
Schaumburg, IL 60196-1096

Comment:	C-3 appears to give what residences that are left access to be both north & south

Name: RecharDT. Ragain + Mary Ellen Ragain
Address: 30626 Ragain Lane
Wilmington, IL
Phone: 815-476-7828
Email: _____



Illinois Department
of Transportation



Public Meeting Comment Sheet

Interstate Route 55 at
Lorenzo Road and IL-129

April 12, 2011

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Illinois Department of Transportation
Bureau of Programming, Attn: Mr. Mir Mustafa, PE
201 West Center Court
Schaumburg, IL 60196-1096

Comment: 129 DOUBLE RAMP WOULD WORK GREAT LIKE YOU HAVE IN PHAN @-3 THE ONLY DIFFERENCE I WOULD LIKE TO SEE IS ACCESS FOR BRIDGE PORT ENTRANCE GO FURTHER SOUTH, MORE THAN 1500 FEET FROM LORENZO RD! PEOPLE LIVING IN THE SUBDIVISIONS ALONG LORENZO ARE ALREADY DEALING WITH EXTRA TRAIN TRAFFIC AT BNSF TRACKS, ABOUT EVERY 5 MINUTES ON THEIR WAY TO WORK AND HOME! THE EXTRA TRUCK WOULD DEVASTATE THE PEOPLE THAT LIVE OFF LORENZO! (PUT MOST OF THE TRAFFIC AT 129 AND HALF WAY TO LORENZO!)

Name: JAMES PAPASH
Address: 5420 BRAUER LK
MORRIS, IL 60450
Phone: 815-942-8283
Email:

THANK YOU
Jim Papash



Illinois Department
of Transportation



Public Meeting Comment Sheet

Interstate Route 55 at
Lorenzo Road and IL-129

April 12, 2011

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201 West Center Court
Schaumburg, IL 60196-1096

Comment:	<i>#5 seems to be the best solution.</i>

Name: CHARLENE M. McDADE
Address: 26360 HOLLYHOCK LANE
WILMINGTON, IL 60481
Phone: (815) 476-2500
Email: jmcda1945@comcast.net



Illinois Department
of Transportation



Public Meeting Comment Sheet

Interstate Route 55 at
Lorenzo Road and IL-129

April 12, 2011

Written statements and opinions may be submitted during the Public Meeting or mailed to IDOT and must be received no later than **April 29, 2011**, in order to become part of the official Public Meeting record.

Correspondence should be addressed to:

Illinois Department of Transportation
Bureau of Programming, Attn: Mr. Mir Mustafa, PE
201 West Center Court
Schaumburg, IL 60196-1096

Comment: Our new major concern will be sound barriers to cut the noise down (Engine braking and that much more traffic) Will the new frontage rd on the east side be built to accommodate that much more truck traffic & weight? The frontage road by V.I.T's didn't last 2 years before it had to be repaired. And now it's almost down to 1 lane. I am also concerned about the south end of the E Frontage access to Rt 129. I worry about the "new" traffic being too much for South Bound access onto Rt 129. With All the new asphalt will the drainage problem on east frontage road be addressed? I do believe the C-5 will be the most economical route.

Name: Tom Begler
Address: 31513 E. Frontage Rd
Wilmington, IL 60481
Phone: _____
Email: thomas KB @ SBC Global. Net



Illinois Department
of Transportation



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Lorenzo Road and IL-129

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201 West Center Court
Schaumburg, IL 60196-1096

Comment: <i>C5 would be my first choice, however I would look at installing two loops at 129 to allow easier access for the trucks. If not C5, I would go with C3 which has the two loops at 129. An Alternate might be to install an exit for the truck traffic separately. The exit at Arsenal Rd. is a perfect example of the dangers this amount of traffic can have if the system is not in place before the Intermodal Corridor. Someone is going to get killed at that exit. Please keep in mind the community not just the businesses in your decisions.</i>

Name: Eric Johnson

Address: 3815 Candyland Lane

Phone: 815-941-1425

Email: ebjdlj@comcast.net



Illinois Department
of Transportation



Public Meeting Comment Sheet

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201 West Center Court
Schaumburg, IL 60196-1096

Comment:

Choices for Lorenzo interchange extended through residential property and gate within 300 feet of the river. Lorenzo should be left alone, and not taking out businesses or farmland. The entire change should be designed properly not making the area safer for the development.

Name:

Larry Reardon

Address:

30115 Reardon Lane
Wilmington, IL 60481

Phone:

815-476-9814

Email:

reardonl@hotmail.com



Illinois Department
of Transportation



Public Meeting Comment Sheet

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201 West Center Court
Schaumburg, IL 60196-1096

Comment: We believe that the ramp needs to be on Ridgeport property and not affect the land owners, home owners & farmland. The new C-5 proposal takes more farmland for this project which is not necessary.

The Will County Farm Bureau is concerned with the additional land being taken for this project. We appreciate the opportunity to provide input on this new proposal & would recommend using either C2 or C3 as this has less impact on farmland and homes along the river.

Name: Mark Schneiderwind, Manager
Address: Will County Farm Bureau
100 Manhattan Road
Joliet IL 60433.
Phone: 815-727-4811
Email: Mark@willcfb.com



Illinois Department
of Transportation



Public Meeting Comment Sheet

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201 West Center Court
Schaumburg, IL 60196-1096

Comment: CLOSE RT 129 TO TRUCK TRAFFIC. MOVE NEW RAMP TO WEST. MAKE ALL IMPROVEMENTS AT LORENZO RD. CLOSE FRONTAGE RD TO TRUCK TRAFFIC.
MY BIGGEST CONCERN IS MY BARN IS CLOSE TO THE FRONTAGE RD NOW AND THE RELOCATION OF THE FRONTAGE RD PLUS THE INCREASED TRAFFIC WILL HAVE DAMAGING IMPACT ON MY LIVESTOCK AND PROPERTY

Name: JAMES HAMM

Address: 31609 E FRONTAGE RD
WILMINGTON IL 60481

Phone: 815 557 3887

Email: _____



Illinois Department
of Transportation



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201 West Center Court
Schaumburg, IL 60196-1096

Comment:

Close off Lorenzo! Leave our farm alone! We will be willing to drive a mile south to get onto I-55. Our farm used to be over 200 acres. Now we are down to 164 Thanks to IDOT taking our land.

Name: Joyce E. Readman

Address: 30115 Readman Lane
Wilmington 60481

Phone: _____

Email: _____



Illinois Department
of Transportation



Public Meeting Comment Sheet

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Lorenzo Road and IL-129

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201 West Center Court
Schaumburg, IL 60196-1096

Comment:	<u>No</u> to C-5. You'll be in my
	back yard. Actually, <u>no</u> to C-2 +
	C-3, too.
	Anyone interested in a beautiful
	Kankakee River lot?
	There goes the neighborhood.
	Made in America?? What and
	where?

Name: Jim + Chris Bohawski

Address: 29565 E. I 55

Phone: 815-272-4539

Email: Cwjb54@gmail.com



Illinois Department
of Transportation



Public Meeting Comment Sheet

Interstate Route 55 at
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201 West Center Court
Schaumburg, IL 60196-1096

Comment:

① Will the interchange be funded by Ridgeport @ Lorenzo Road?

② Isn't this proposed change simply to accommodate the Ridgeport Intermodal? And is it a tax-free zone? So all of the proposed changes and road modifications will benefit whom? If they aren't paying the taxes, who and how will the roads be maintained? The roads? Is this funded by motor fuel taxes?

Name:

K. Cinkrich

Address:

Cottage Rd.

Wilmington, 60481

Phone:

Email:



Illinois Department
of Transportation



Public Meeting Comment Sheet

Interstate Route 55 at
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201 West Center Court
Schaumburg, IL 60196-1096

Comment:

The drainage ditch East of Frontage Rd needs to be reworked to improve drainage of property adjacent to Frontage Rd. At least remove the brush & plans to remove any growth ~~in~~ after project is done.
Currently, we have farmland next to the drainage ditch.

Name:

Jerry & Donna Sims

Address:

25326 Co Hwy N

Richland Center, Wisconsin 53581

Phone:

608-647-3712

Email:



Illinois Department
of Transportation



Public Meeting Comment Sheet

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201 West Center Court
Schaumburg, IL 60196-1096

Comment: SERVICE RD EAST OF I55, So of LORENZO
VERY POOR SUB BASE.

JUG HANDLE AT SOUTH END OF EAST SERVICE
RD LOOKS LIKE A QUICK CHEEP BUT POOR
DESIGN FIX.

Name:

DOUG FRANCIS

Address:

24946 MURPHY RD

Phone:

Email:

XTREE97@MSN.COM



Illinois Department
of Transportation



Public Meeting Comment Sheet

Interstate Route 55 at
Lorenzo Road and IL-129

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201 West Center Court
Schaumburg, IL 60196-1096

Comment:

When Const. Starts it will increase traffic on Strip Mine Rd west of 129 to 113, it's in rough shape now, how about Rebuilding it Before Const Starts on this Project so it will hold up and not become a Burma trail.

Name:

Le Roy F Grelle Jr.

Address:

24210 Strip Mine
Wilmington IL 60481

Phone:

815-476-7119 (Home) 815-252-6119 (cell)

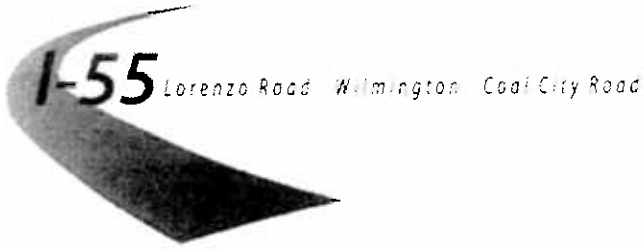
Email:

Butch.Grelle@yahoo.com



Illinois Department
of Transportation

Mir Mustafa



Public Meeting Comment Sheet

**Interstate Route 55 at
Lorenzo Road and IL-129**

April 12, 2011

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Illinois Department of Transportation
Bureau of Programming, Attn: Mr. Mir Mustafa, PE
201 West Center Court
Schaumburg, IL 60196-1096

Comment: Please see attached letter.
BUREAU OF PROGRAMMING RECEIVED
APR 28 2011
DISTRICT #1

Name: Charles Goodbar, Esq.

Address: 724 W. Washington
Chicago, IL 60661

Phone: (312) 441-9300

Email: goodbarlaw@yahoo.com



**Illinois Department
of Transportation**

LAW OFFICES OF CHARLES L. GOODBAR III

ADMITTED IN ILLINOIS AND COLORADO

724 W. WASHINGTON BLVD.
CHICAGO, ILLINOIS 60661
TELEPHONE: (312) 441-9300
FACSIMILE: (312) 441-0399
EMAIL: GOODBARLAW@YAHOO.COM

April 28, 2011
Illinois Department of Transportation
Bureau of Programming:
Attn: Mr. Mir Mustafa
201 West Center Court
Schaumburg, Illinois 60196-1096

Re: Interstate Route 55 at Lorenzo Road and IL-129

Dear Mr. Mustafa:

I am writing you on behalf of my clients Shahid and Fouzia Hussain, owners of Shazad Properties Inc., which operate the Mobil Truck Stop, River Restaurant, and Knight's Inn Hotel at the Interstate 55 and Lorenzo Road interchange. This location has been in operation as a truck stop and restaurant for over 40 years and would be severely impacted by the closure of the access ramps to Interstate 55.

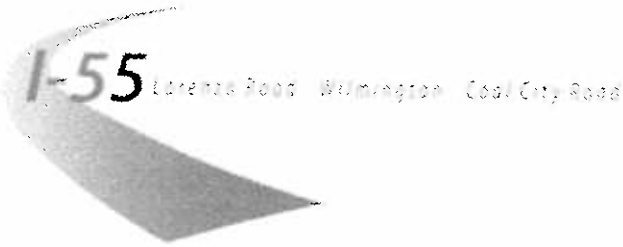
My clients purchased the property in March, 2000 and have made over \$3,700,000.00 in capital improvements to their operations to better serve the communities surrounding the Exelon Nuclear Power Plant, including constructing a 34 room hotel. Due to their efforts, they now employ over 25 individuals who rely on the viability of these operations. Presently, the property is valued over \$6,800,000.00. Over half of their revenue is generated by traffic accessing Interstate 55 from Lorenzo Road. Closing any ramp would effectually put them out of business.

Not only due my clients rely on the Lorenzo Road interchange, the residents of Goose Lake and the surrounding subdivisions require this access for convenience and safety. Lorenzo Road provides the most direct access for fire and safety personal to the Exelon Nuclear Plant. Total access from Interstate 55 to Lorenzo Road is the only viable option in case of a nuclear plant emergency. Should a situation similar to Fukushima's occur at the Exelon plant, seconds instead of minutes could impact hundreds of thousand of lives. Choosing the C-5 option and maintaining total access to Interstate 55 from Lorenzo Road is the only responsible, credible, safe choice for the Citizens of Illinois.

Very truly yours,

LAW OFFICE OF CHARLES GOODBAR


Charles Goodbar



Mir Mustafa
Recommending C-5
Public Meeting Comment Sheet

**Interstate Route 55 at
Lorenzo Road and IL-129**

April 12, 2011

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201 West Center Court
Schaumburg, IL 60196-1096

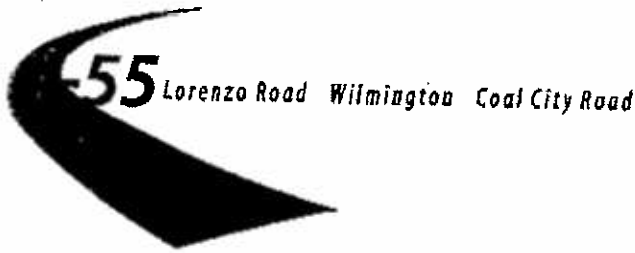
APR 2 2011
DISTRICT #1

Comment:	HI MY NAME NAME IS FOUZIA. WE OWN THE GAS STATION (TRUCK STOP) AND SLEEP IN HOTEL ON 24001 LORENZO ROAD WILMINGTON IL. WE INVEST \$5.4M ON THAT PROPERTY WHEN WE BUILT THAT LOCATATION BACK IN 2009. WE STRONGLY RECOMEND TO WITH OPTION C-5 FOR THAT PROJECT PROJECT. THANKS. IF IDOT WILL TAKE C-2 AND C-3 OPTION ITS GOING TO EFFECT OUR BUSINESS LOT. SO PLEASE GO FOR OPTION - C-5. THANS

Name: FOUZIA HASHMI
Address: 684 W BOUGHTON ROAD # 105
BOULING BROOK IL 60440
Phone: 630-631-9580
Email: UDHSUPER@YAHOO.COM



**Illinois Department
of Transportation**



Public Meeting Comment Sheet

Interstate Route 55 at
Lorenzo Road and IL-129

April 12, 2011

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Illinois Department of Transportation
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201 West Center Court
Schaumburg, IL 60196-1096

Comment:	Of the three alternatives being now considered C-5 should be chosen. It leaves Lawrence Rd. traffic unchanged. and adds the interchange at Rt 129. The 129 interchange needs improvement. With that done, the new Ramps at Lawrence Rd. can be built. The maps at the meeting were not clear on the T intersection for the 3 new ramps. Hopefully this design will handle the traffic well truck. (no rail cars?)
----------	--

Name: Thomas Bush
Address: 24616 Lawrence Rd.
Wilmington Ill. 60481
Phone: _____
Email: _____



Illinois Department
of Transportation

U-811



Lorenzo Road Wilmington Coal City Road

Public Meeting Comment Sheet

Interstate Route 55 at
Lorenzo Road and IL-129

April 12, 2011

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Illinois Department of Transportation
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201 West Center Court
Schaumburg, IL 60196-1096

Comment:

THE C5 ALTERNATIVE IS THE BEST SOLUTION
TO THE LORENZO ROAD INTERCHANGE. WE CAN KEEP
THE EXISTING LORENZO ROAD OVRPASS, AND THE POTENTIAL
TRUCKS CAN USE THE EXISTING TRUCK STOP.

I DONOT LIKE THE WEST FRONTAGE ROAD BEING
ELIMINATED.

IF AND WHEN THE 129 INTERCHANG IS UPDATED,
MOST OF THE TRUCKS WILL USE THAT ENTRANCE.

ACCESS TO LORENZO ROAD WEST (POWER PLANT)
(BOATING) WILL NOT BE HINDERED.

Name:

Tom Buck

Address:

812 CATON Ave.

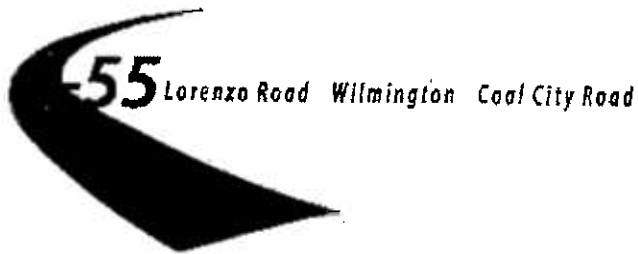
Phone:

815-726 5059

Email:

SBUCKS@SBCGLOBAL.NET

Illinois Department
of Transportation



Public Meeting Comment Sheet

Interstate Route 55 at
Lorenzo Road and IL-129

April 12, 2011

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Illinois Department of Transportation
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201 West Center Court
Schaumburg, IL 60196-1096

Comment:	ALTERNATIVE C-5 SEEMS THE
	BEST. Keeping Lorenzo Rd. The
	MAIN THROUGHWAY IS good. Hope
	THESE NEW RAMPs ARE NOT TOO
	TIGHT A TURN. Rt 129 IMPROVEMENTS
	ARE REALLY NEEDED. SOON.

Name: Jane Feeney
 Address: 31444 S. KAUANAU # 2C
WILMINGTON IL 60481
 Phone: _____
 Email: _____



Illinois Department
of Transportation

I-55

Lorenzo Road Wilmington Coal City Road

Public Meeting Comment Sheet**Interstate Route 55 at
Lorenzo Road and IL-129****April 12, 2011**

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Illinois Department of Transportation
Bureau of Programming, Attn: Mr. Mir Mustafa, PE
201 West Center Court
Schaumburg, IL 60196-1096

Comment:

Your C-5 Alternative is much better than C2 or C3.

The C-5 ramp South bound I55 exit looks too tight
for trucks though..Off I55 + Lorenzo RD

With C-5 ... the Rt129 exchange should be completed
before the Lorenzo Rd is started. WE need a clear
excavation route if Dresden Nuclear Station has a problem.

Name: Joe Buck

Address: 1436 Coral Bell DR / Joliet, IL 60435

Phone: 815 - 582 3312

Email: wbc55@att.net



**Illinois Department
of Transportation**

U-814



Ellsworth Marquadt
1213 Kelly Ave.
Joliet, IL 60435-4250

L Ojas Patel

Public Meeting Comment Sheet



Lorenzo Road, Wilmington, Coal City Road

Interstate Route 55 at
Lorenzo Road and IL-129

April 12, 2011

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201 West Center Court
Schaumburg, IL 60196-1096

RECEIVED

APR 19 2011

DISTRICT #1

Comment: IT APPEARS THAT PLAN 2-5 IS THE BEST PLAN SO FAR. I AM CONCERNED ABOUT THE TRUCK TRAFFIC THAT WILL GATHER AT INTERSECTIONS 1, 2 + 3. WE DON'T NEED THE SAME PROBLEMS THAT CURRENTLY EXIST ON ARSENAL RD + I-55. IT APPEARS THAT THE INTERSECTIONS ARE TOO CLOSE TOGETHER + LORENZO ROAD WILL BE BLOCKED WITH TOO MANY SEMI-TRUCKS ENTERING + LEAVING THE INTERMODAL ROADS. LORENZO ROAD NEEDS TO BE 2 LANES IN EACH DIRECTION WITH A 5TH LANE IN THE CENTER FOR TRUCKS TO TURN INTO THE INTERMODAL ROADS.

Name: E. MARQUADT

Address: 25114 COTTAGE RD
WILMINGTON IL 60481

Phone: 815 474-0465

Email: BUTCHBUHAULER@GMAIL.COM

4-13-2011



Illinois Department
of Transportation

U-815



Public Meeting Comment Sheet

2 OWP

Interstate Route 55 at
Lorenzo Road and IL-129

April 12, 2011

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Illinois Department of Transportation
Bureau of Programming, Attn: Mr. Mir Mustafa, PE
201 West Center Court
Schaumburg, IL 60196-1096

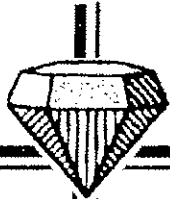
RECEIVED
APR 12 2011
DISTRICT #1

Comment: This project is strictly for the benefit and only for the benefit and profit of Ridge Logistics. Thus there should be no taxpayer money for their profit of their proposed project. If the reconstruction of the interchanges and I-55 is pushed forward then all additional ROW should be taken at no expense to the state for the proposed development. Take no additional property from the neighboring citizens. This applies to all alternatives. Why should taxpayers lose for the benefit and profit of Ridge? The economic development from this project will never be recovered for the reconstruction of I-55 and its interchanges. Where is the cost-benefit for this project for the taxpayer?

Name: _____
Address: _____
Phone: _____
Email: _____



Illinois Department
of Transportation



VILLAGE OF DIAMOND

1750 E. Division • DIAMOND, ILLINOIS 60416
(815) 634-8149 • FAX: (815) 634-3149

April 26, 2011

Illinois Department of Transportation
Bureau of Programming
201 W. Center Court
Schaumburg, Illinois 60196-1096

Attn: Mr. Mir Mustafa, P.E.

Dear Mr. Mustafa:

I recently attended the IDOT Public Meeting #3 for the proposed improvement of Interstate Route 55 at Lorenzo Road and Illinois Route 129 in Will County. The Village of Diamond appreciates being kept informed during this portion of the design and selection process.

The Village of Diamond is very pleased with your new Alternative C-5 and supports its selection and ultimate construction.

Sincerely,


Teresa Kernc
Mayor

Dorner, Emily L

From: Thady, Ryan
Sent: Tuesday, April 12, 2011 8:45 PM
To: McGovern, Laura; Dorner, Emily L; Coad, Colin C.; Magnuson, Michael P.
Subject: FW: 55willmingtonstudy.com auto-foward service

See below for comment supporting C-5.

Ryan M. Thady, PE, PMP | Project Manager

Alfred Benesch & Company | 205 North Michigan Avenue, Suite 2400, Chicago, IL 60601
P 312-565-0450 | **C** 312-890-3677 | **E** rthady@benesch.com | **W** www.benesch.com

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From: contact@i-55willmingtonstudy.com [<mailto:contact@i-55willmingtonstudy.com>]
Sent: Tuesday, April 12, 2011 7:25 PM
To: Thady, Ryan
Subject: 55willmingtonstudy.com auto-foward service

Subject: I-55 Wilmington Study

Description: I was in your meeting today held on 12 April. I strongly recommend that IDOT should go with Plan C-5. with this plan the improvement will go better. IDOT should go with C-5. Thanks

Email address provided: ajeetsinghnet@gmail.com

Source IP: 67.175.173.33

Dorner, Emily L

From: Thady, Ryan
Sent: Thursday, April 28, 2011 5:10 PM
To: Dorner, Emily L
Subject: FW: 55willmingtonstudy.com auto-foward service

Follow Up Flag: Follow up
Flag Status: Completed

Please add this comment to the Lorenzo Road public meeting comments.

Ryan M. Thady, PE, PMP | Project Manager

Alfred Benesch & Company | 205 North Michigan Avenue, Suite 2400, Chicago, IL 60601
P 312-565-0450 | **C** 312-890-3677 | **E** rthady@benesch.com | **W** www.benesch.com

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From: contact@i-55willmingtonstudy.com [<mailto:contact@i-55willmingtonstudy.com>]
Sent: Thursday, April 28, 2011 3:21 PM
To: Thady, Ryan
Subject: 55willmingtonstudy.com auto-foward service

Subject: I55+Lorenzo Rd + Rt129

Description: ATTN: Mir Mustafa PE Comments on April 12, 2011 Meeting Your Proposed C-5 Lorenzo Rd improved with New Rt129 interchange seems to be the answer for this project. My vote is for C-5. C2 and C3 with the new Exit running thru the industrial development are not good. Very concerned with excavation route from Dresden Nuclear Plant thru several turns and lights. Lorenzo Road needs to be an express route to I55. I have very strong dislike of C2 and C3. George Buck 815 726-4366 3222 Oakwood Dr Joliet, IL 60431

Email address provided: geebrick@hotmail.com

Source IP: 99.142.67.159

Dorner, Emily L

From: Thady, Ryan
Sent: Monday, May 02, 2011 10:47 AM
To: Dorner, Emily L
Subject: FW: 55willmingtonstudy.com auto-foward service

Follow Up Flag: Follow up
Flag Status: Completed

Ryan M. Thady, PE, PMP | Project Manager

Alfred Benesch & Company | 205 North Michigan Avenue, Suite 2400, Chicago, IL 60601
P 312-565-0450 | **C** 312-890-3677 | **E** rthady@benesch.com | **W** www.benesch.com

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From: contact@i-55willmingtonstudy.com [<mailto:contact@i-55willmingtonstudy.com>]
Sent: Friday, April 29, 2011 5:51 PM
To: Thady, Ryan
Subject: 55willmingtonstudy.com auto-foward service

Subject: Wilmington Study 4/12

Description: From: Joe Shea 24817 W. Prairie Plainfield, Ill. 60544 A new interchange is needed to be built at 129 asap. The current location of Lorenzo Road interchange is the best site for traffic flows. The C-5 Alternative is the best fit for improving this corridor for the future. The other alternatives disrupt the Lorenzo Road traffic pattern and flow and rely to much on the private development for roadways. Please prioritize the 129 interchange so that gets on the front burner.

Source IP: 76.217.62.136

Dorner, Emily L

From: Thady, Ryan
Sent: Monday, May 02, 2011 10:47 AM
To: Dorner, Emily L
Subject: FW: 55willmingtonstudy.com auto-foward service

Follow Up Flag: Follow up
Flag Status: Completed

Ryan M. Thady, PE, PMP | Project Manager

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From: contact@i-55willmingtonstudy.com [<mailto:contact@i-55willmingtonstudy.com>]
Sent: Friday, April 29, 2011 5:09 PM
To: Thady, Ryan
Subject: 55willmingtonstudy.com auto-foward service

Subject: Comment I55 at Lorenzo Rd.

Description: I like the new proposal c-5. I hope it will handle all the traffic with no problems. You seem to know the problems with the old alternatives. They were no good. Lorenzo Rd. interchange should not be moved so far south. John Harris 413 E. Bevan Joliet, Il. 60435

Source IP: 76.217.62.136

Dorner, Emily L

From: Thady, Ryan
Sent: Monday, May 02, 2011 10:49 AM
To: Dorner, Emily L
Subject: FW: 55willmingtonstudy.com auto-foward service

Follow Up Flag: Follow up
Flag Status: Completed

Ryan M. Thady, PE, PMP | Project Manager

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From: contact@i-55willmingtonstudy.com [<mailto:contact@i-55willmingtonstudy.com>]
Sent: Friday, April 29, 2011 2:04 PM
To: Thady, Ryan
Subject: 55willmingtonstudy.com auto-foward service

Subject: Coal City Comment Response

Description: The Village of Coal City would like to provide the comment below as part of the public comment process. A letter to Mir Mustafa with the same will follow as well. Please feel free to contact me for any details or questions. Matt Fritz April 28, 2011 Illinois Department of Transportation Bureau of Programming, Attn: Mr. Mir Mustafa, PE 201 West Center Court Schaumburg, IL 60196-1096 RE: IMPROVEMENTS TO I-55 WILMINGTON Dear Mr. Mustafa: The purpose and need within the I-55 Wilmington Study has continually evaluated the safety, access, and capacity of the intended improvements for a portion of I-55 due to decaying structures, which are quickly approaching their useful life and antiquated design that shall not be able to be responsive to the needs of the impending Ridgeport development along with other additional increased capacities. Coal City maintains its request, which has remained constant from the beginning of the public process that the crossing of the BNSF with State Route 113 be included within the scope of this project. The elimination of alternatives A, B, C-1, C-4, and D show the responsiveness of the agency to local concerns; the Village supports this step in the process. However, the new alternative C-5 fails to take into account the railroad crossing that shall be the principal means of product entering the development. Plenty of resources have been expended on determining the best means of moving outgoing truck traffic onto the interstate traffic network, but none are being expended in the area where the residents live, commute, and shop. Although this crossing falls just outside of District One, it involves State Route 113, which is controlled by IDOT. This area is critical to the corridor in terms of safety, access, and capacity. Impact from increased traffic due to the development is being placed on one single entrance and exit to the logistics development. Past experience with other large intermodal developments has shown impacts that reach far beyond one point of entry or exit, i.e. although a majority of traffic will select the designed path, the minimal amount that choose otherwise greatly affect the safety of other motorists along State Route 113. Due to the crossing of the BNSF and State Route 113, access to and from the interstate is restricted on a regular basis due to frequency and timing of trains utilizing this crossing; all economic indicators as well as the BNSF's construction of a third rail through the corridor points towards increased closure at the crossing while motorists await trains to clear. Capacity concerns currently exist at this crossing and should be analyzed if resources are to be utilized to accommodate the creation of more traffic.

Traffic counts along Route 113 have increased past 13,000 each day, which exceeds the measure of other exits that are being completely redesigned as a part of this study. On behalf of the Village Board - Mayor Neal Nelson, Trustees Terry Halliday, Tom Hanley, Joe Phillips, Dave Togliatti, Georgette Vota, and Justin Wren, I would like to communicate that Coal City remains supportive of the possible anticipated development and improving the corridor, but believes affected parties should receive beneficial improvements to offset the increased impacts that are to continue to affect the residents' quality of life. Local communities count on the resources of the state and region to mitigate these impacts which supersede the habits and demands of the local residents. At this point, the creation of Option C-5 does not address the aforementioned issues and Coal City cannot support this project moving forward to the selection of a preferred alternative. Please do not hesitate to contact me if you have any further questions or if I may be of assistance. Sincerely, Matthew T. Fritz
Email address provided: mfritz@coalcity-il.com
Source IP: 168.93.87.236

Dorner, Emily L

From: Thady, Ryan
Sent: Monday, May 02, 2011 10:50 AM
To: Dorner, Emily L
Subject: FW: 55willmingtonstudy.com auto-foward service

Follow Up Flag: Follow up
Flag Status: Completed

Ryan M. Thady, PE, PMP | Project Manager

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From: contact@i-55willmingtonstudy.com [<mailto:contact@i-55willmingtonstudy.com>]
Sent: Thursday, April 28, 2011 7:54 PM
To: Thady, Ryan
Subject: 55willmingtonstudy.com auto-foward service

Subject: Public Meeting Comment I55 -I1 129

Description: April 12, meeting. The new alternative C-5 appears to be a good compromise and the best of the three current alternatives. The safety and traffic flow at the new T intersection for the new ramps at Lorenzo Rd. is of some concern. The new plans were not clear . Three ramps merging off one road? Will that be congested? I do hope the new interchange at 129 is built first. It is more dire need. The work at the Kankakee River bridge last summer caused me much hardship with the detour routes. With 129 improved, disruptions at Lorenzo Road would not so bothersome. After the Japanese nuclear problem, there should be more thought about keeping evacuation routes open and clear. Elvira Balog 1619 N. Overlook Dr. Joliet, Illinois 60431
Source IP: 76.217.62.136

Dorner, Emily L

From: Thady, Ryan
Sent: Monday, May 02, 2011 10:50 AM
To: Dorner, Emily L
Subject: FW: 55willmingtonstudy.com auto-foward service

Follow Up Flag: Follow up
Flag Status: Completed

Ryan M. Thady, PE, PMP | Project Manager

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From: contact@i-55willmingtonstudy.com [<mailto:contact@i-55willmingtonstudy.com>]
Sent: Thursday, April 28, 2011 7:46 PM
To: Thady, Ryan
Subject: 55willmingtonstudy.com auto-foward service

Subject: Public Meeting 3 Comments

Description: Dear Mr. Mustafa and Mr. Thady, It is important for everyone's safety that Lorenzo Road remain open and accessible from all directions with Dresden and other nuclear facilities in the region. Noise from the current level of traffic is loud enough. With the projected increase in volume of traffic (and much of it being trucks due to the development of Ridgeport), it should be a given that measures be taken to protect the families in the area. Sound barriers and trees must be put in place from the river down the southeast frontage road along route 129. Any additional measures to reduce noise/air/land pollution should be included in the plan for this project. Please reply to verify that this was received. Thank you, Ellen Begler

Email address provided: ellenmb@sbcglobal.net

Source IP: 208.94.73.65

Dorner, Emily L

From: Thady, Ryan
Sent: Monday, May 02, 2011 10:52 AM
To: Dorner, Emily L
Subject: FW: 55willmingtonstudy.com auto-foward service

Follow Up Flag: Follow up
Flag Status: Completed

Ryan M. Thady, PE, PMP | Project Manager

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From: contact@i-55willmingtonstudy.com [<mailto:contact@i-55willmingtonstudy.com>]
Sent: Thursday, April 28, 2011 3:21 PM
To: Thady, Ryan
Subject: 55willmingtonstudy.com auto-foward service

Subject: I55+Lorenzo Rd + Rt129

Description: ATTN: Mir Mustafa PE Comments on April 12, 2011 Meeting Your Proposed C-5 Lorenzo Rd improved with New Rt129 interchange seems to be the answer for this project. My vote is for C-5. C2 and C3 with the new Exit running thru the industrial development are not good. Very concerned with excavation route from Dresden Nuclear Plant thru several turns and lights. Lorenzo Road needs to be an express route to I55. I have very strong dislike of C2 and C3. George Buck 815 726-4366 3222 Oakwood Dr Joliet, IL 60431

Email address provided: geebrick@hotmail.com

Source IP: 99.142.67.159